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# PACIFIC FISHERMAN

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# It's a fast trip from sea to sales

## When you pack your catch in Marathon cartons!

American families today are eager to pay premium prices for sea food delicacies once beyond their reach. American fisheries are producing bumper harvests. Standing between, as servant to both producer and consumer, is the American frozen sea food industry.

And—the sea food itself, no matter how tempting—is no more tempting to the shopper than the package it's sold in! That's where Marathon steps in with pure white Q-board cartons and glistening, full-color Tyton overwraps, to help sea foods sell. No matter what frozen sea foods you pack . . . fillets, shrimps or other delicacies . . . there is a Marathon carton that will improve your packing operation, protect your product—and a Tyton Overwrap to spur sales by showing your product in glowing colors!

See your Marathon representative for full information about the Marathon packaging you need to take full advantage of the good things you're packing. Or write direct to Marathon Corporation, Menasha, Wisconsin.

**Marathon** Corporation

*packaging that sells food*

# PACIFIC FISHERMAN

bruary, 1953 Volume 51, Number 3

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## *Paul's Conversion, 1953 Style*

Not since Paul's conversion on the road to Damascus has there been a more complete reversal of personal position than that of Paul Raver, prophet of federal power, who in the last days of the Ickes-Krug-Chapman dynasty in Interior renounced the doctrine of the Columbia Valley Authority to which he had devoted years of politics and intrigue, and came out flatly for regional control of the Pacific Northwest's water resources.

Oscar Chapman just couldn't believe it, and went out of office mumbling that he didn't believe Paul ever had said such a thing.

Skepticism marked most reactions in the Pacific Northwest. Some observers saw Paul's conversion as a beautiful bait, hiding the sharp hook of Federal domination in some new form.

Others saw it merely as a desperate effort to keep his job.

## *McKay on Alaskan Statehood*

Secretary of the Interior Douglas McKay quickly spotted the critical weakness in the Bartlett-Gruening type of Alaska statehood bill when he pointed out that past proposals would create a state without sufficient resources to support a state.

He said these measures would leave 95 per cent of the land area of the state in the hands of the Federal government.

## *1953 Tuna Prices Are Set With Skipjack Up $20*

Fishermen's tuna prices for 1953 were announced at presstime by the American Tunaboat Association, which had negotiated a schedule with some of the larger packers—a schedule which seemed certain to set the price pattern for the industry generally.

The new price tag on Skipjack was marked $280 per ton, up from $260. Yellowfin, the dominant variety, is unchanged at $320.

Harold Cary, A.T.A. manager, said the Skipjack boost would just about cover the recent advance in two of the fleet's big cost items—insurance and shipyard charges.

## *New Tuna Tariff Proposal*

Tariff for frozen tuna came back into Congress in the first days of the new session when Congressman Scudder (R., Calif.) introduced a bill which would levy an import duty of 5c per lb. on imports of frozen tuna.

The bill differed from that defeated in 1952 principally in providing for a duty of 5c instead of 3c.

## *Alaska Immigration Clearance*

Immigration clearance of all persons coming from Alaska, regardless of whether they have touched foreign soil or not, and of whether they come by air or water, presents some serious problems for fishermen and fishery operators alike.

In general this vagary of the McCarran law will be only another inconvenience, but it *can* prove to be a serious handicap in manning boats and plants as well.

Masters and managers should check the matter closely, and well in advance of the operating season.

# Netting

## made by Adams is your assurance of

# Quality!

**The fastest way to eliminate worry, and enjoy easier and better profits is to use Adams Best netting . . . for here is a brand that applies all the improvements in raw materials to the manufacture of fish netting, whether it be Nylon, Cotton or Linen Twine.**

**Our knowledge of raw materials and techniques that comes only with years of experience provide you with netting that represents values and economies hard to duplicate. Strong top quality twine, made into even meshes, each securely tied with knots that hold under the heaviest loads.**

**Leading dealers in your fishing port carry ADAMS BEST NETTING because they know the rigid quality control under which Adams Best Netting is manufactured.**

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Englund Marine Supply Co., Newport and Astoria, Ore.
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SEASIDE SUPPLY STORES, INC., San Pedro, Calif.
COAST EQUIPMENT COMPANY, San Diego, Calif.

**ADAMS**
*Nets · Twine*
ADAMS' BEST

# Whether you pack in California, Oregon or Washington

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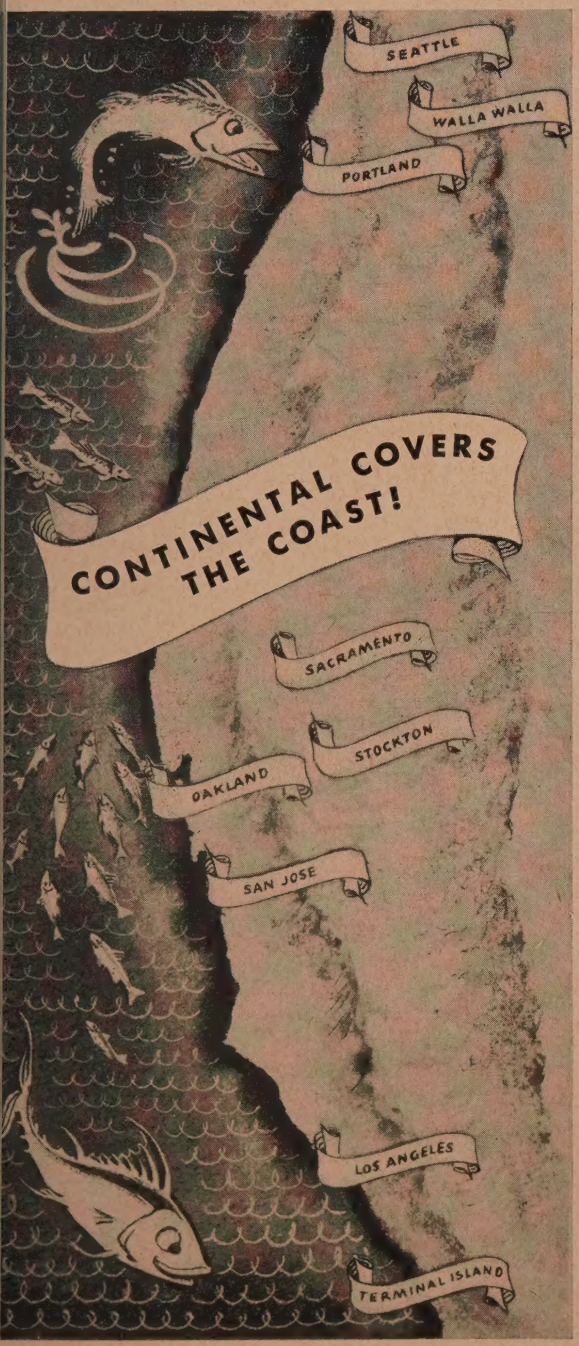


No matter where you operate, up and down the Coast, there's a Continental can plant handy to you. That means on-time delivery of the containers you need, when you need them—and quick availability of skilled technical service in any season.

Continental has been making cans in the West since 1927 and knows Western canning problems backward and forward. You'll find our cans are just right for your operations. They come in every size and shape—semi-formed or ready-formed—and are always bright, tight and clean.

So why not give us a call the next time you're thinking about containers. We have the equipment, the experience and the willingness to do a good job for you. You can count on Continental!

**SEATTLE—One of the nine Continental can-manufacturing plants on the Coast.**

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**KERMATH GASOLINE OR DIESEL ENGINE**

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John A. Miller, Jr., Manager

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*Producers of*

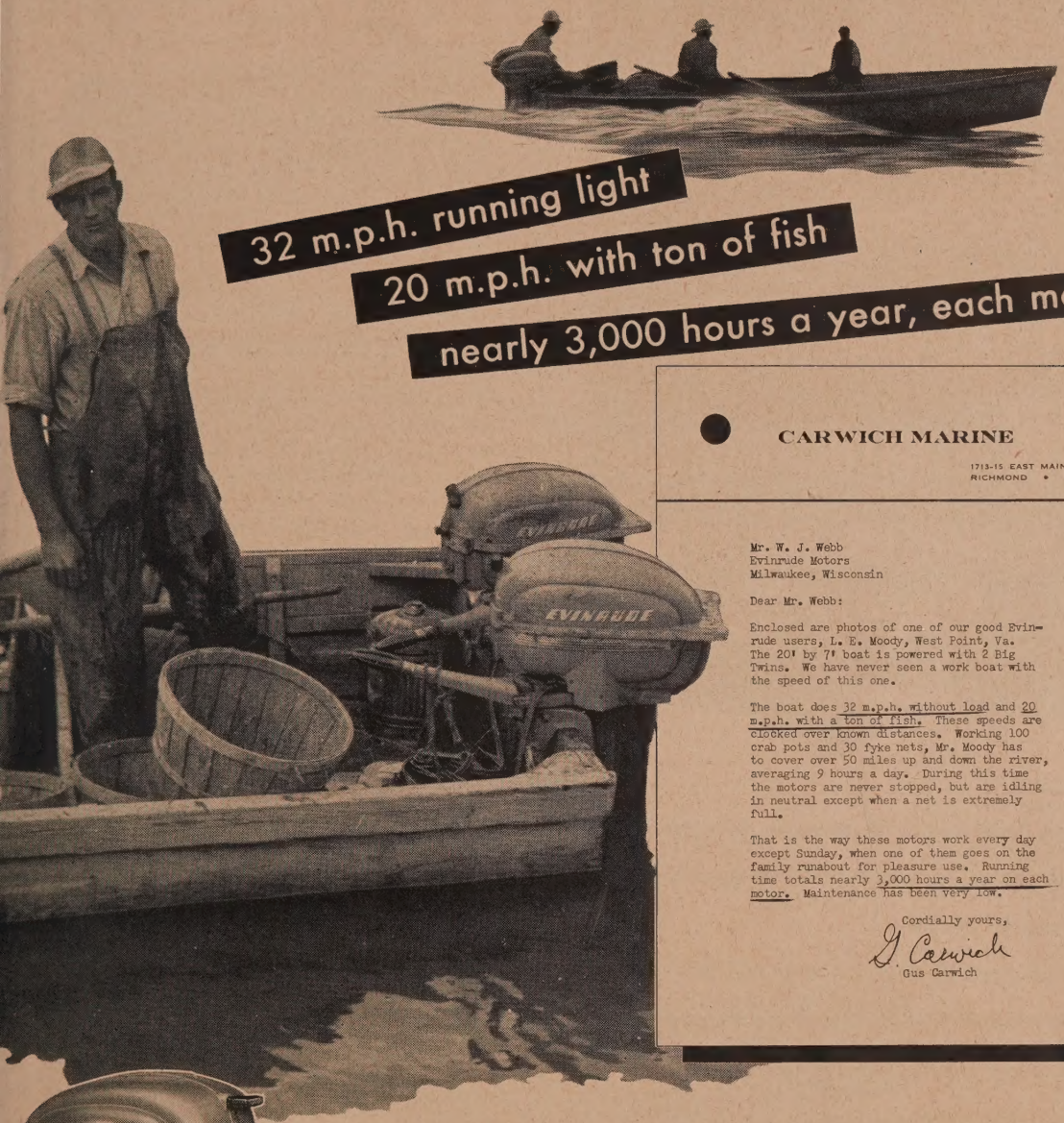
**Fresh - Frozen - Salt - Smoked - Canned**

## *Pacific Coast Fish Products*

## San Juan Fishing & Packing Co.

**Foot of Stacy St.** **SEATTLE 4, U. S. A.**

# .never seen a workboat with the speed of this one"




CARWICH MARINE

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RICHMOND • VIRGINIA

Mr. W. J. Webb
Evinrude Motors
Milwaukee, Wisconsin

Dear Mr. Webb:

Enclosed are photos of one of our good Evinrude users, L. E. Moody, West Point, Va. The 20' by 7' boat is powered with 2 Big Twins. We have never seen a work boat with the speed of this one.

The boat does 32 m.p.h. without load and 20 m.p.h. with a ton of fish. These speeds are clocked over known distances. Working 100 crab pots and 30 fyke nets, Mr. Moody has to cover over 50 miles up and down the river, averaging 9 hours a day. During this time the motors are never stopped, but are idling in neutral except when a net is extremely full.

That is the way these motors work every day except Sunday, when one of them goes on the family runabout for pleasure use. Running time totals nearly 3,000 hours a year on each motor. Maintenance has been very low.

Cordially yours,

G. Carwich

Gus Carwich

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out notice.

• Backed by 10 years of successful experience fishing with Evinrudes, L. E. Moody was quick to see the possibilities offered by the new Big Twin model. In his operation he found that *two* Big Twins gave him the real pay-off! 50 brawny horsepower for time-saving runs to the nets, and real speed even with a full load. Plus stamina and low upkeep you couldn't beat in *any* kind of motor! Big Twin performance has been an eye-opening (*and money making*) experience for fishermen in many waters. Get all the facts. See your Evinrude dealer, or write for catalog on the complete Evinrude line—4 models—3, 7.5, 15 and 25 horsepower. EVINRUDE MOTORS, 4927 N. 27th Street, Milwaukee 16, Wisconsin.

*In Canada:* Manufactured by Evinrude Motors, Peterborough, Ontario.

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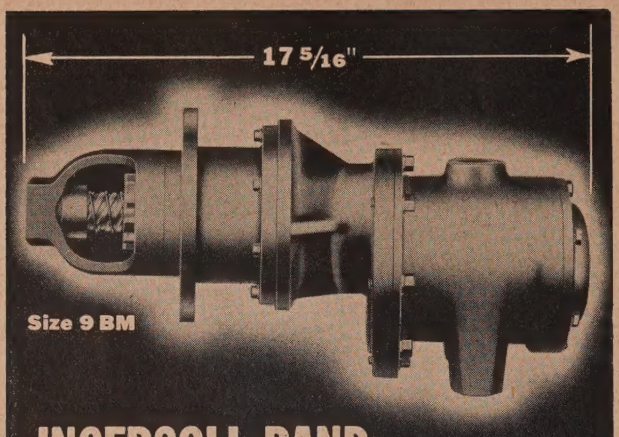


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## FOR A SURE ENGINE START
## *Every Time*

- **No Batteries or Generator Necessary**
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- **Proven Multi-Vane Air Motor**

An Air Starting Motor is small and compact. It eliminates the need for banks of storage batteries, generators, voltage regulators and electrical devices. It will pay for itself in one year through savings on battery replacement alone!

Ask your engine distributor to show you the Ingersoll-Rand Air Starting Motors designed for your engines . . . or write for Form 5094, which contains Air Starting Motor selections for all popular engine sizes up to 3000 cubic inch displacement.

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**Pacific Telephone**



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Hundreds of fine marine moto
are not delivering full-rated power simp
because they're paired with poo
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*for* **BETTER** *Performanc*

**LET THE FEDERAL EXPERTS RECOMMEND**

## FEDERAL TRU-PITC
## PROPELLER

**SCIENTIFICALLY SELECTED TO MATCH YOUR ENGINE and HULL**

*See* your FEDERAL dealer or sen
for analysis form, (no boat too small
FEDERALS are smooth as grease, excep
tionally tough and long-lasting.

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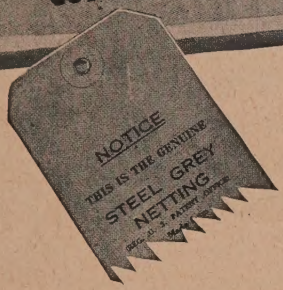
**FEDERAL PROPELLERS**

# STEEL GREY LINEN GILL NETTING

(REGISTERED U.S. PATENT OFFICE)

GENUINE SEA ISLAND COTTON GILL NETTING
SUPERIOR QUALITY COTTON GILL NETTING
COTTON SEINE AND POUND NETTING



L. LICHTENSTEIN
PRESIDENT

**EXPERIENCED!**

Here we are again
—the FISHNET
FAMILY—

Veterans in the work of serving the American Fisheries, we are proud to be identified with a product which never has to be apolologized for.

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T. JOHNSON
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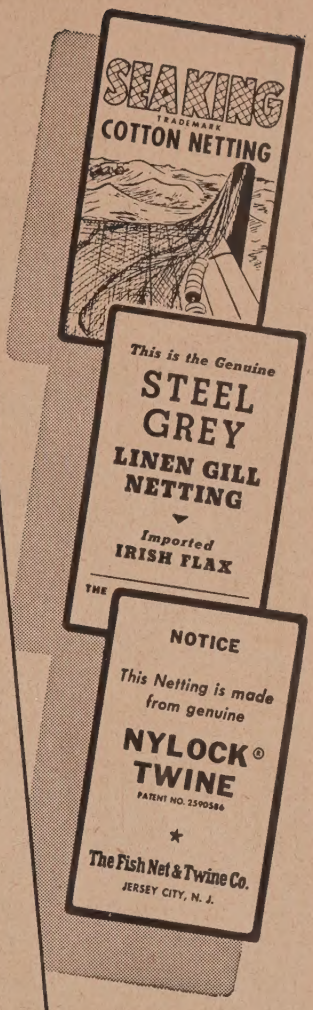
**FISH NETTING AND NET FITTINGS**




# 25 YEARS AGO...

We ran this page in the trade papers, as shown above, with the exception of photographs which have been brought up to date.

Three of the original FISHNET family are still "on the job" and the famous STEEL GREY Linen Gill Netting and SEA KING COTTON Pound and Gill Netting can still be had "at the old stand". Now we have a new product—NYLON GILL Netting, made from Du Pont Nylon, that was unknown 25 years ago. We always keep up to date.

Today, as then, "we are proud to be identified with a product which never has to be apologized for".

• STOCKS CARRIED IN RICHMOND, VA., MILWAUKEE, WISC., SEATTLE, WASH., JACKSONVILLE, FLA., CUT OFF. LA. •

*Serving the Fishermen's Needs for Over 100 Years*

# Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

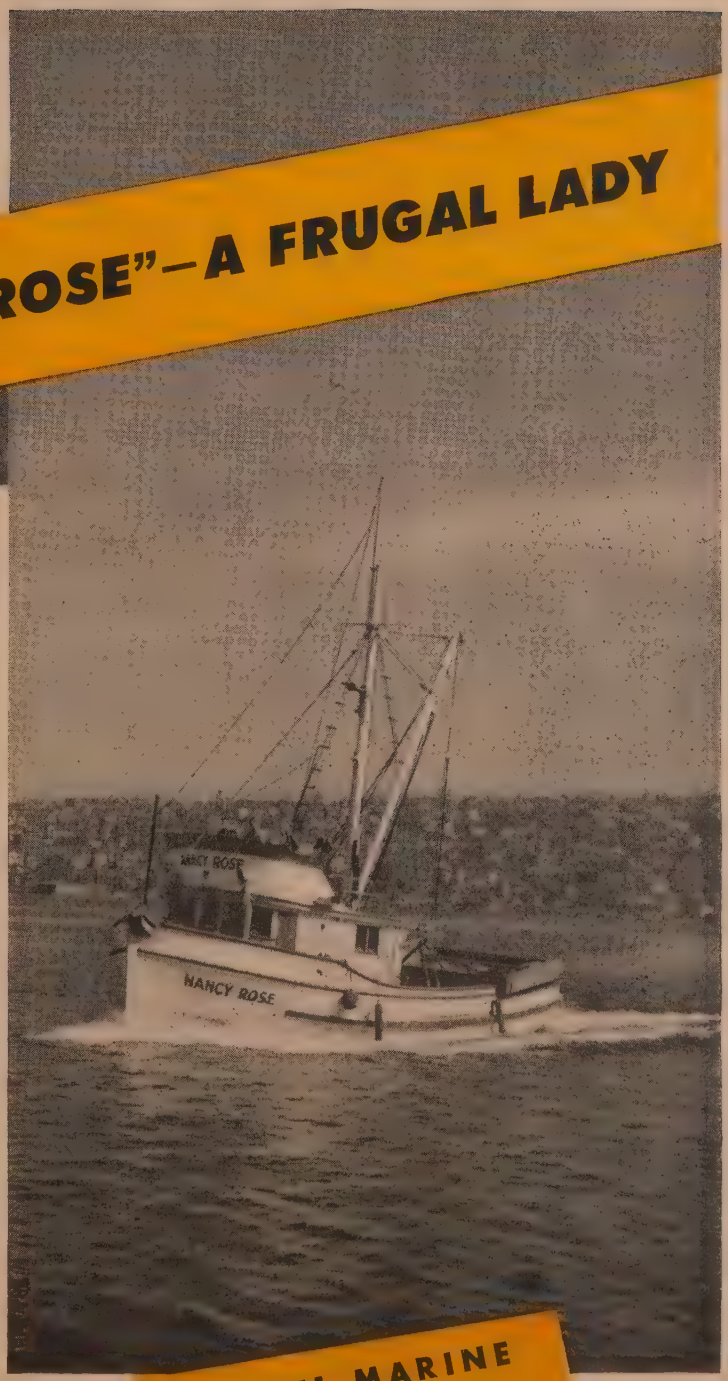
A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

**PACIFIC AMERICAN FISHERIES, Inc.**
South Bellingham, Washington
*"Quality Always"*

*Sales Subsidiary:* DEMING & GOULD COMPANY, South Bellingham

# THE "NANCY ROSE"—A FRUGAL LADY




The *Nancy Rose*, salmon and sardine boat ut of Gig Harbor, Wash., is a busy, trim craft hat does an efficient job and asks little in return.

Her costs are small because her power is sup- lied by a steady, power-laden Caterpillar )13000 Diesel Marine Engine. As the *Nancy ose* knifes smoothly out to sea day after day, er co-owner, N. J. Tarabochia, reckons his costs pennies. His boat operates for an hour on nly 70 cents worth of fuel because all Cat Iarine Engines operate on low-cost No. 2 fur- ace oil — and they do it without fouling! The ngine has logged almost 5,000 hours without ne cent being spent for repairs!

Statistically, the *Nancy Rose* is 57′ long with 16′9″ beam and a 6′7″ draft. She has a 3 to 1 everse and reduction gear with a 52″ x 38″ ropeller and a capacity of 32 net tons.

Caterpillar Diesel Marine Engines are power- acked, compact units that are easy to install nd produce up to 500 horsepower, maximum. heir honest horsepower ratings deliver all the ower claimed at the propeller. Cat Diesel ngines are built for the fisherman who prefers shing to fixing.

Any Caterpillar Dealer — and they're avail- ble at every port — will be happy to show you he engine that fits your specific requirements. aterpillar Diesel in the engine room means sh in the hold, and money in the bank.

ATERPILLAR, SAN LEANDRO, CALIF.; PEORIA, ILL

**CATERPILLAR**

REG. U. S. PAT. OFF.

**DIESEL MARINE**
**PROPULSION ENGINES**
**ELECTRIC SETS**
**POWER UNITS**

# NETTING
# FOR EVERY PURPOSE

**BARBOUR'S NYLON NETTING**—is the finest double knot gill netting you can buy. It comes in all sizes for gill net fishing. BARBOUR'S NYLON NETTING has no artificial stiffening. It fishes well, drys fast, has no knot slippage and gives you dependable value in every inch of every mesh.

**BARBOUR'S LINEN NETTING**—is a tradition with Pacific Coast salmon fishermen. For years BARBOUR'S has made the finest double-knot linen gill netting. It is dependable, long lasting, made with the finest quality twine. For fishermen who prefer linen insist on BARBOUR'S for the best.

**GOLD MEDAL SEINE and TRAP NETTING** — is your assurance of better netting. Quality is the important thing with GOLD MEDAL NETTING. It lasts longer. It fishes better. It holds the catch. Old timers in the fleet insist that GOLD MEDAL is the most economical in the long run.

*KEEPING AHEAD of the constantly changing requirements for vessel equipment, fishing gear and cannery supplies is a habit of 56 years standing with us!*

**Pacific Marine Supply Co.**

*Serving the Northwest and Alaska since 1897*

1217-1223 WESTERN AVE., SEATTLE 1, WASH. MAIN 1573

# NATIONAL CANNED SALMON WEEK FEB. 18-25

NATIONAL Canned Salmon Week is billed for February 18 to 25 throughout the United States as a Lenten time for focusing public attention on the drama and color of salmon fishing, and the virtue and value of canned salmon as a food.

That it will serve as a sales stimulant is of course part of the program —but only part.

National Canned Salmon Week is being conducted under the auspices of the Association of Pacific Fisheries by a group of primary market salmon brokers and packers' sales managers. It re-institutes an event which for a number of years was a feature of the American food merchandising calendar, but which was discontinued during the War. Proposal for its resumption was made in a resolution introduced by E. B. McGovern of McGovern & McGovern at the San Francisco convention of the Association of Pacific Fisheries last fall.

The program was activated at a luncheon in Seattle Jan. 7. At that time, with Mr. McGovern acting as temporary chairman, firms voting approval of the National Canned Salmon Week were:

Dehn & Co.; G. P. Halferty & Co.; P. E. Harris Co.; Kelley-Clarke Co.; New England Fish Co.; Oceanic Sales Co.; W. P. Shiel & Co.; Skinner & Eddy Corporation; Whitney & Co.; F. A. Gosse Company; Anderson & Miskin, Ltd.; C. F. Buelow Co.; E. H. Algyer Co.; Deming & Gould Co.; Everitt & Co.; Fidalgo Island Packing Co.; Fishermen's Packing Corporation; Gavin Bros.; Hamlin-Halferty Seafoods, Inc.; Independent Salmon Canneries; Kenai Packing Co.; Libby, McNeill & Libby; Nakat Packing Corporation; McGovern & McGovern; North Pacific Seafoods; Frank B. Peterson Co.; S. & P. Sales Co.; Washington Fish & Oyster Co.; Salmon & Tuna Sales Co.; Whiz Fish Products Co.

### *Petersen Heads Project*

L. A. Petersen, sales manager of the New England Fish Co., was elected chairman of the National Canned Salmon Week committee; with James Stephens of the Oceanic Sales Co. as secretary-treasurer. Mr. Petersen was authorized to appoint a working committee with authority to handle the national enterprise, its personnel subsequently being announced as follows:

Walter P. Shiel of W. P. Shiel & Co.;

# Salmon Cutting Mar. 12-13

Sixteenth Annual Canned Salmon Cutting and Research Conference will be held in the Olympic Hotel, Seattle, March 12 and 13, it was announced in January by Vance Sutter, president of the Association of Pacific Fisheries and general chairman of the cutting committee.

While full details of the program were not available at presstime, it was known that the actual examination of samples would be on the morning of March 12, followed in the afternoon by the usual report of the work of the Fisheries Research Institute's scientific staff, with details of some of the results of its work in basic salmon biology for Bristol Bay, Alaska Peninsula, Kodiak Island, Prince William Sound and Southeast Alaska.

Judges' findings at the cutting will be reported upon at the session on the morning of March 13. There will also be a technical presentation of the Boeing gas turbine and a discussion of its possible applications. Another aspect of the day's program, not yet complete, consists of an examination of the relation of fisheries to the conservation of water resources.

Membership of the general committee in charge of the 16th Canned Salmon Cutting follows:

John Lind, E. D. Clark, J. B. Stiles, Harry Beard, J. R. Friend, R. W. Clough.

Fred Gunderson, Richard Simmons, George Suddock, R. G. Shaughnessy, O. E. Shostrom, Norman Willett.

Phil Callahan, Jack Yolland, A. L. Feather, G. Ivor Jones, Bill Wayman, Morris Nelson.

E. B. McGovern of McGovern & McGovern;
Fred A. Gosse of A. A. Gosse Co.;
E. O. Paup of P. E. Harris Co.;
Walter Meredith of Kelley-Clarke Co.

What might be counted as a keynote of the Canned Salmon Week-launching meeting was sounded by John N. Placich, manager of the Fishermen's Packing Corporation, when he declared: "Our salvation lies in *selling*. Let's stop talking and *do* something.

### *Six Angles of Impact*

In outlining the project, Temporary Chairman McGovern cited six specific angles of impact through which National Canned Salmon Week can be made a stimulating force for canned salmon as enters the Lent-Spring-Summer season of maximum demand and maximum preparation for 1953 production. These were:

1. Through fishing and food trade press articles.
2. Through associate brokers' contacts with their customers and the latter's merchandising staffs.
3. Through cooperation of railroads and hotels in featuring salmon on their menus during National Canned Salmon Week.
4. Through tie-in programs with the chains and supers.
5. Through the incidence of Lent, with its traditional emphasis on increased use of fish in the diet.
6. Through the home economic pages of newspapers and the cookery helps programs of radio stations.

### *Wraps in Any Package*

Running through all the discussion was acknowledgment that the hour was late, but consensus was that a start should be made forthwith, leaving the longer preparation and more studied program to continuation of National Canned Salmon Week into future years.

It was also emphasized frequently that the Canned Salmon Week program did not conflict in any way with the product promotion campaign being developed by the salmon industry generally; and that in fact the Week plan meshes with the larger undertaking and can be considered a part of it, although fostered, financed and implemented independently.

Mr. Petersen commented on the point in these words: "National Canned Salmon Week is only a beginning; but it is one that will wrap up in any industry advertising package.

"We have set in motion a program which will help to focus the attention and acceptance of America upon canned salmon, one of the finest, most nutritious and cheapest of protein foods."

# 15,000-Ton Tuna Potential Ascribed to Fleet at Sea

It was believed some 15,000 tons of tuna were potentially possible from the hook-and-line fleet as a beginner toward the 165,000 tons California packers will require from domestic fleets in 1953. This was based on the fact that between 60% and 70% of the clipper fleet was at sea on January 1.

Two purse seiners sailed just before the year ended, the *E. S. Lucido* and *Columbia* and a number were getting ready to sail in January. Fishing prospects for either live bait or netting methods were stated as being "poor" as the new year got under way.

Reason for the rather large number of clippers at sea on January 1 was partly due to indifferent fishing, but more to anticipated failure of negotiations between the American Tunaboat Association — now a marketing cooperative — and the packers. By presstime no contracts had been signed, as there was no agreement on several points of the contract offered by the ATA.

Southern California canners, anticipating protracted negotiations before the 1953 contract was concluded, hurriedly took off all sailing restrictions from their fleets and sent the vessels out to sea before the ATA deadline for further sailings. Not filling up immediately at banks off Central and South America, the hook-and-liners stayed at sea over the holidays.

Price scale for raw tuna in effect on January 1 was: Yellowfin, $320 per ton; Bluefin, $310; Skipjack, $260. For tuna-like fishes: Bonito, $195; Yellowtail, $185.

One of the points of disagreement between the ATA and the packers was the price of Skipjack. This was dropped early in 1951 from $290 per ton, to $260. Now the ATA is asking an increase to $280 per ton.

Other points of disagreement included the guarantees demanded from canners of certain tonnage and trips during 1953; the practice of packers using the refrigeration holds of clippers as warehouses for raw tuna during peak packing periods, and others.

It was reported the ATA controlled through its membership some 80% of the potential tonnage in the hook-and-line fleet; the independents 20%. Some of the latter did sail after the beginning of the year, but it was understood the price scale would be identical with that finally agreed upon by ATA members and their packers.

There were no restrictions on sailings of the tuna-netting fleets out of San Pedro, the vast majority of which are members of the Fishermen's Cooperative Association. Some members whose seiners are equipped with refrigeration and have tuna nets, had an excellent year in 1952, some 28,000 tons, best in years, and they hoped for a continuation of good fishing.

The percentage of the gross deliveries to flumes of California tuna packers by Southern California's clippers continued to decline. In 1952 the 225-vessel clipper fleet, capable of at least 225,000 tons annually, accounted for only 95,000 tons or 53% of the total.

## *Worst-Ever Sardine Season Passes Out*

Southern California's dismal sardine season dragged to an end as February neared, and most everybody was glad to see the last of it for the 1952-53 season was the worst in history. According to scientists investigating disappearance of the California pilchard, fishermen and packers had little reason to anticipate an improvement of the conditions in the immediate future.

Sardine tonnage for Southern California to January 1 was 2,750, December seeing only 364 tons brailed. To that date last season southern canneries had taken in 89,834 tons.

For the season to beginning of 1953 around 60,000 cases had been packed of which the majority were ovals in tomato sauce. There were no quotations, but a general average—based on ceilings—was around $9.25, ovals 48s.

Raw price offered for sardines was probably the highest it had ever reached, $80 per ton, nearly a 100% raise from the beginning of 1952, $40 per ton.

Checking the sardine population by the year, fisheries advisors report that only the 1948 year-class offers much hope for an improved catch. The 1949 class is about one-sixth the size of its immediate predecessor, while the 1950 and '51 classes are only slightly better than 1949.

Most of the sardine spawning today is occurring off the coast of Lower California, particularly in vicinity of Cedros Island.

## *John Iverson, Veteran Halibut Master, Dies*

John K. Iverson, for more than 3 years a leading figure in the Seattle halibut fleet, died just before the New Year at the age of 65.

# California's Tuna Pack Again Tops

# 8 MILLION CASES

California tuna canneries, in round gures, packed 8,081,000 cases in 952, produced from 178,000 tons. This as an increase from 1951's 7,440,257 ases from 173,236 tons.

All of 1952's tuna crop was received nd processed in Southern Cali-rnia's plants, except some 1,500 ns of Albacore and other tuna—ainly imports — in Northern Cali-rnia canneries.

From Southern California's view-oint, canneries in the Los Angeles-ong Beach district forged substan-ally ahead of San Diego, this prin-pally due to a greater concentra-on of tuna packing at the northern orts by concerns that formerly acked their tuna in large part at an Diego.

The unofficial figures for the two stricts showed on December 31:

| *Tons* | *LA-LB* | *San Diego* | *Total* |
|---|---|---|---|
| ellowfin | 65,187 | 27,721 | 92,908 |
| kipjack | 28,137 | 15,721 | 43,858 |
| luefin | 1,917 | 112 | 2,029 |
| lbacore | 18,667 | 11,591 | 30,258 |
| onito | 894 | 1,038 | 1,932 |
| ellowtail | 5,314 | 639 | 5,953 |
| | 120,116 | 56,822 | 176,938 |

The Los Angeles-Long Beach dis-ict packed 5,483,171 cases; San Di-go, 2,487,238 cases, for the total of 970,409. (These figures are subject some slight correction later, but, of January 1, are substantially rrect.)

Breaking the raw tuna figures wn, it will be noted that Yellowfin more than 100% ahead of the Skip-ck tonnage. In 1951 Skipjack was ithin 70% of Yellowfin; in 1950, 67%.

The year showed a great increase in e processing of Albacore, increased ceipts being noted both from domes-c and foreign sources. Imports of ngfin tuna, from Japan, were 10,500 ns. This deducted from the state's tal Albacore receipts, shows the mestic fishermen caught and deliv-ed 22,000 tons. In 1951 the total Al-core production was 22,852 tons and ports totaled 6,288, giving the Pa-fic Coast fishermen 16,564 tons.

Bluefin showed more life in 1952 an in the two previous years: 2,088 ns, against 1,751 tons in '51, and 315 in '50. Bonito fishing produced ore of this species last year, while llowtail jumped from 2,072 tons to 523 tons.

Total imports for the country were unavailable for the entire year in January, but were believed to have topped 50,000 tons, representing better than 2,000,000 cases.

For 10 months the following figures were available: Raw imports, 32,390 tons; canned in-oil, 1,835 tons; canned in-brine, 7,780 tons and bonito, canned in-oil or brine, 6,309 tons.

While the domestic Albacore fishermen were earning approximately $8,000,000 during the Longfin season, the tuna purse seining fleet, operating out of Los Angeles was having one of its better years, accounting for around 27,000 tons. This is about how the catch was divided: Yellowfin, 15,000 tons; Bluefin, 2,100; Skipjack, 5,300; bonito, 950 and Yellowtail, 3,500 tons.

Southern California tuna packers entered 1953 with an estimated 2,000,-000 cases of the canned product in first hands. In view of conditions existing as the new year began, this amount might be considered inadequate to carry the producers until the new crop began to be harvested.

In the first place, tuna-fishing conditions were poor everywhere along the "tuna trails" to South America. While some 65% of the tuna-clipper fleet was at sea when January 1 came, this was not considered to represent much more than 15,000 tons, or 600,-000 cases.

Packers reported canned tuna was moving briskly; in fact faster than new cases could come out of the packing rooms. Wholesale prices, f.o.b. Pacific Terminals, were firming. White Meat, fancy, advertised brands were quoted $16.00; Light Meat, fancy, at $14.75.

Just how much canned tuna was sold in 1952 was hard to determine, but, according to sales experts, it was probably better than 9,000,000 cases. Imports of raw and canned tuna and tuna-like fishes exceeded a production of 2,000,000 cases.

On January 1 the American Tunaboat Association officially became a cooperative, with marketing privileges. In early December it entered into negotiations with packers looking for a 1953 contract calling for some revision in the raw-price scale, guarantees as to tonnages and trips during the year, immediately unloading, and other provisions. By presstime no settlement had been reached with any cannery. The ATA represented about 80% of the hook-and-line tonnage, outside of Albacore. Result of this could be to hold down the raw receipts in any volume to late spring, or even beyond.

## 1952 Second-Best Mackerel Year

The year of 1952 will prove—when the final figures are in—to be the second best mackerel-fishing and packing year in California.

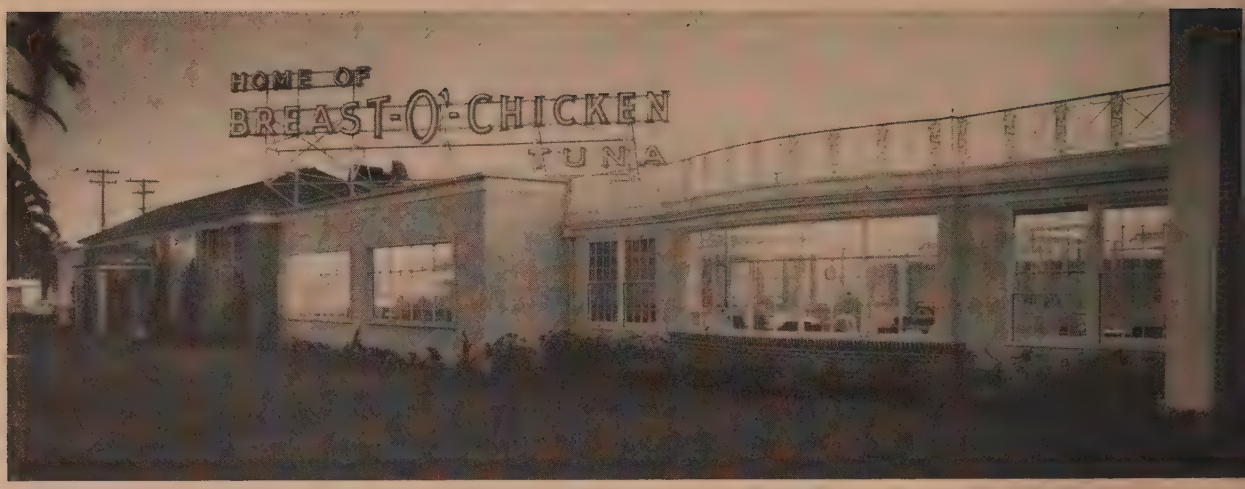
Last year saw 79,000 tons delivered to California ports, the vast majority of tonnage to Southern California. Of this, 10,000 tons was Pacific; 69,-000 tons Jack. Pacific mackerel declined from 12,000 tons in 1951; but Jack showed a tremendous increase from 40,000 tons to 69,000.

The best previous year in mackerel fishing and canning was in 1935 when 1,761,236 cases were packed. Last year the total production was 1,550,-000 cases, about as follows: Pacific, 240,000 cases; Jack, 1,310,000. The third best year was 1947, with 1,522,-199 cases.

With the failure of the sardine season, Southern California seiners found some consolation in the big mackerel catch for which they received considerably more money. The year began with $60 per ton, paid for Pacific; $55 for Jack. January, 1953 began with the two species worth $80 and $70 per ton respectively.

Naturally with canned Mackerel in demand domestically there was some raise in wholesale prices. At the beginning of last year, West Coast f.o.b. quotes were, Pacific, $7.40; Jack, from $6.00 to $6.75. On January 1, the prices had increased to: Pacific, talls, 48, $8.00; Jack, same, $7.50 per case.

While November fishing bordered on the sensational, over 17,000 tons, December was almost written off as a total loss. However, during the middle of the month there was a slight flurry, and this accounted for 40 tons, Pacific; 1,067 tons, Jack. No mackerel at all were brought to port much after December 15.




*This attractive exterior of the Westgate-Sun Harbor Company tuna cannery at San Diego is typical of the ultra-modern plant where "Breast O' Chicken" is now packed.*

# A Million For Modernizing

BREAST O' Chicken is a notable and honored label on canned tuna, and has been for more than a generation. The reputation was established when the California industry was very young and packers were striving for a place in national food-sales markets.

Acceptance gained in those early days from housewives, from restaurants and institutions, was not simply because of the eye-appeal of the label and brand name. To assure developing markets and—even more important — repeat business year after year, the product within the can had to stand the test of taste and appearance.

That it did so was because, from its earliest years the fresh-caught, carefully preserved fish had been packed with precise skills and under conditions of kitchen cleanliness. Today, as then, the West Coast industry will affirm that as canned tuna "Breast O' Chicken" is well entitled to the designation "Fancy".

"Breast O' Chicken" canned tuna was born at San Diego. Today, more than a quarter century later, it is being produced in new quarters, not in a brand-new cannery exactly, but in a vastly-enlarged version of one that several years ago earned the title of the "West Coast's show-place packing plant."

## *Over 1 Million Spent*

The interests now owning Westgate-Sun Harbor Company have invested more than $1,000,000 in establishing "Breast O' Chicken's" 1953 headquarters, enlarging existing facilities to triple the former capacity and supporting the step-by-step procedures of canning tuna with the very latest of packing machinery and equipment.

There are no amateurs at Westgate-Sun Harbor, although there is a marked emphasis on youth in high executive places. But, when it comes to skills in all phases of a multi-million dollar enterprise, there is experience far exceeding the involved years.

James B. Lane is president. His national reputation as a canned tuna merchandiser began and continues with "Breast O' Chicken". Kenneth J. Berglund as executive vice president is responsible for solving all the complex financial problems of buying raw tuna, processing it, and then selling the canned product across the nation.

William L. Robinson is vice-president, charge of production, one of the industry's best in this vital key spot. With him are two top men: Superintendent Warren Enoch and Plant Engineer Wayne W. Prickett, whose mechanical contributions to fish-packing are found in canneries everywhere.

Harold P. Requa, Jr., director of advertising and sales promotion, has been merchandising canned tuna much of his business life. Larry Kaner is sales manager; Jack Buchanan, manager of direct sales. Janou Marks, born and brought up in the tuna industry, is fleet manager.

## *Expansion Task Complicated*

When, late in 1952 the "boys" moved to the current location, it was Bill Robinson and his staff who were given the responsibility for converting existing facilities to a cannery capable of producing around 1,500,000 to 2,000,000 cases annually.

Reduced to a daily schedule of one eight-hour shift, this meant an establishment that, at one end could receive from 200 to 250 tons of "round" newly-thawed fish, and deliver the labeling, casing and warehouse somewhere between 8,000 and 10,000 cases. This would require up to 600 employees at full capacity production.

Mr. Robinson put into operation a realistic "straight-line" cannery, with each packing step directly ahead of the last. Almost it could be said that emerging from a clipper's refrigerated hold, the tuna heads down the flumes to cannery and doesn't change direction until, cooked and cleaned, it becomes four loins, ready for the packing tables.

The production staff makes no claims to newly-developed procedures in packing "Breast O' Chicken". Actually the methods employed are basi

ally the same as in the pioneering ays. What has happened through the ears are more efficient ways of andling the product from flume to 'arehouse.

Along the line, in this shining plant re striking evidences of a determiation not to jeopardize even in the mallest ways, the right of "Breast ' Chicken" to be called "Fancy".

## 'iled Packing Room

For example, around the vast packng room is a 6′ high cream-colored iled wall, with tan trim for eye ppeal. The room itself, 90′ by 250′, s painted a pastel green above the ile, while the entry-way is pale blue. lue.

The concrete floors are carefully ngineered to give slope to washdown rains and for disposal of scrap from he cleaning tables. All along one side f the packing room are production ffices, modern employee facilities, ed Cross room, etc., as well as the roduction testing room and laboraory.

The cannery itself is located at the astern part of the "Harbor of the un". From huge tuna clippers to mall Albacore boats, there is ample eep water and unloading facilities. wo hook-and-liners can be unloaded imultaneously, fish coming out of hawed-out holds in great buckets hich dump the tuna into waterumes by electric hoists.

By employment of the twin electric oists, from 35 to 40 tons of round sh can be handled hourly. Fluming ystem has 8″ suction pumps deliverng sea water in large volume to nove the tuna to the weighhouse onveyors. There, after weighing ach delivery with a pair of Toledo isible scales, the tuna are again water-flumed and enter the cannery directly onto the butchering tables.

*James B. Lane, right front, president of Westgate-Sun Harbor chats with his top executives, left to right: Kenneth J. Berglund, executive vice president; William L. Robinson, vice president, charge of production; Glen Martin, treasurer.*

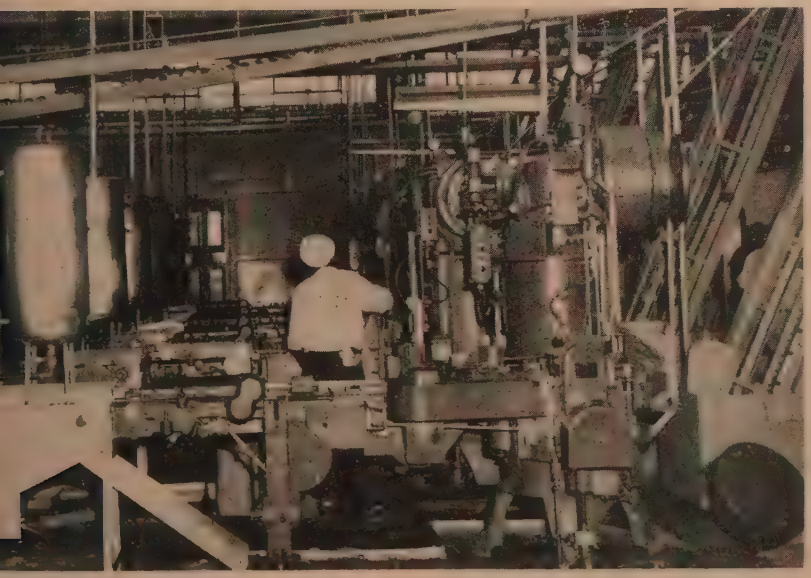
There the crews of expert knifemen make the small belly incision for removal of viscera; then the carcasses are placed in baskets and racked for initial cooking. There are two butchering tables, and employ 38 men at full shift, half of them skilled with the right hand; the others, the left.

The wheel-equipped racks go straight ahead into a battery of 10 double cookers, each holding 16 racks. Cooking time varies according to size of the fish, from two to eight or more hours, and at steam-induced temperatures up to 215 degrees F.

Cooked and ready for the cooling room, the tuna emerges from the opposite end of the cooker. Thus the direct movement ahead is maintained.

Great doors divide the cooling room from the packing department, and these are only opened when racks are ready to be wheeled in.

*howing the battery of six Continental Can Co. high-speed, straight-line ealing machines, each handling 300 cans per minute. Salad oil containers feeding directly into the packing lines are shown to the left.*



## *Heart of the Plant*

Heart of a tuna canning plant is its packing room. At Westgate-Sun Harbor it is a shining room of immaculate cleanliness. There are four great packing lines, each 154′ long, each accommodating 76 cleaners.

First operation is the "cleaning" process, in which white-garbed women remove the heads, tails, skin, bones and dark meat along the backbone. What is left is four "loins", and these are placed on wooden platters.

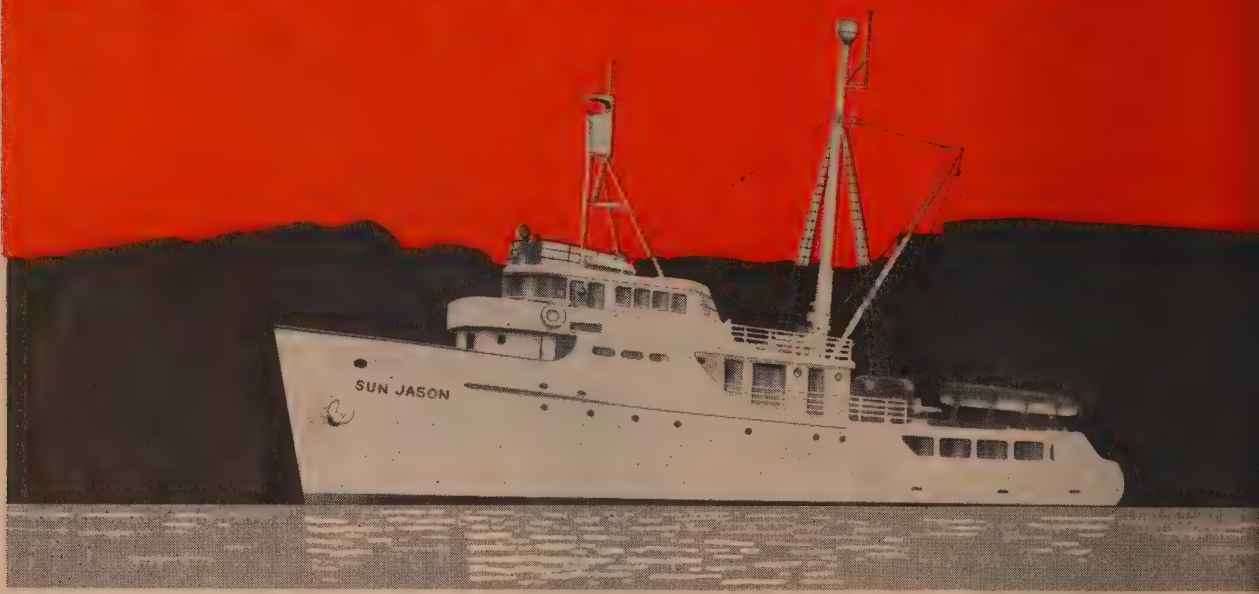
The operation of handling the tuna is semi-automatic. Transport of the fish in both directions, the forward movement of the loins to automatic packers, and removing the scrap for eventual disposition in the company's own reduction plant, is on great stainless steel belts.

A total of 1,232 feet of this expensive belting is used, 308 feet for each line. It is 16 inches in width, and .032 inch thick. There is one 2½ hp. motor for each belt. National Steel & Shipbuilding Corporation built and engineered the power transmission

# South Pacific to Gloucester Run

# by Tuna Clipper "SUN JASON"

# demonstrates the Stamina of SUPERIOR Marine Diesel



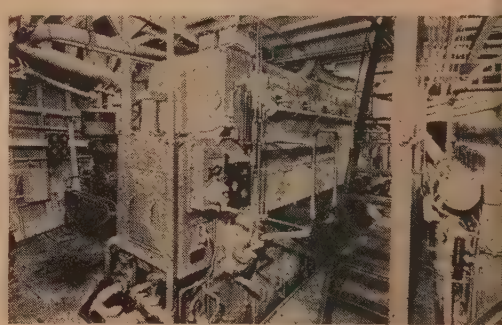

Clipper "Sun Jason" docked at Gloucester, Massachusetts, after bringing 600,000 pounds of tuna from the West Coast.

From the fishing grounds off Chile and Colombia to Gloucester, the "Sun Jason" logged 2870 miles. During 117 days at sea her 840 horsepower Superior Marine Diesel required no maintenance—even though the run from the Panama Canal to Gloucester was made in nine days, non-stop.

Captain Lazaro Massa docked at Davis Brothers Fisheries Company with 600,000 pounds of tuna—the first cargo of Pacific tuna ever unloaded at Gloucester. After 45 days of fishing the "Sun Jason" took the record-breaking cargo to Gloucester in 12 days.

Throughout the entire cruise from her home port at San Diego to the South Pacific and then to New England, the "Sun Jason's" Model "60" Supercharged Superior Diesel performed dependably and efficiently, demonstrating, once again, the kind of service that's built into Superior and Atlas Diesels.

On the Atlantic and Pacific Coasts, in the Gulf of Mexico, and in fishing waters throughout the world, you can get lots of additional proof of the efficiency and stamina of Superior and Atlas Marine Diesels. Ask your Superior-Atlas Representative or write Springfield for descriptive bulletins.



Engine Room view of the "Sun Jason" which shows her Superior Marine Diesel, Model "60."

Superior ENGINES
ATLAS DIESEL ENGINES
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*Westgate-Sun Harbor's main packing room with its four lines can produce between 8,000 and 10,000 cases daily of "Breast O' Chicken" canned tuna. Note the high ceiling, tiled walls and natural lighting.*

pulleys. In fact, this company supplied much of the engineering needs for the enlarged plant and also all structural steel for additional buildings.

As the women cleaners finish the loins, the wooden platters are placed on the moving stainless steel belt, while offal and scrap fall through an aperture, one adjacent to each cleaner. This material is carried to a screw-type conveyor located beneath the floor and thus carried out to the reduction plant.

## *Mechanical Canning Steps*

Before reaching the cutters, the loins are inspected by a supervisor who determines whether the loins will go directly to the Carruthers Pak-Shapers, or will be diverted to Standard Iron automatic chunk-style packers. "Breast O' Chicken" brand has traditionally been packed with emphasis on the solid or "fancy" product.

At this point, as with others in packing procedure the mechanical genius of Wayne Prickett is observed. The straight length of loin meat must be cut into portions. There are many ways of doing this.

Mr. Prickett designed a diamond-shaped mechanism, instead of one which has several knives; and it works with an oscillating movement working along with the travel of the belt. Different, too, is the speed of travel, being only about half of the conventional type. This handles the chunk-style pack or the grated.

For the solid pack, larger loins required to produce the uniform "half-rounds" when hand-packed, or for handling by the automatic process, are diverted before reaching the Prickett cutters; then travel another stainless steel belt, and into the Carruthers' machine that re-shapes the loins into forms necessary for the "solid" pack.

Approaching the final stages of packing, the filled cans pass the "weighing station", where improper weight is detected and corrected. Open cans then pass under the Wayneco Salters (another invention of Prickett) where the precise amount of salt drops into the container. This salter employs a slotted cylinder to accurately measure the amount of salt needed for various-sized cans. (Canned tuna is produced in round cans of ¼, ½, 1 and 4-lb. cans.)

Packing is complete when the filled containers pass into one of six Continental Model 415-CR, high-speed, straight-line sealing machines, closing 300 cans per minute for Westgate-Sun Harbor. The system also employs four other Continental machines of earlier model.

## *Specialized Can Washing*

At this point the processed fish leaves the long direct-ahead line it has been traveling. Proceeding from the closers, the cans are elevated and pass out of the packing room on a cable conveyor to the can washer.

As with fish cutters, can washers in various plants differ. With cans traveling at express speed, there is a real problem in removing salad oil, perhaps some salt, etc., from the out-

*Westgate-Sun Harbor sales and promotion staff, left to right: Harold P. Requa, Jr., director of advertising and sales promotion for "Breast O' Chicken"; Larry M. Kaney, sales manager; John L. Buckanan, manager, direct sales.*

*Congratulations to . . .*

**Our Good Neighbor**

# WESTGATE CALIFORNIA TUNA PACKING COMPANY

Upon completion of its ultramodern plant, and cordial wishes for the continued growth, progress and prosperity of this pioneer in the tuna industry.

National Steel and Shipbuilding Corporation, which supplied the structural steel, is happy to have been identified with this major project.

**NATIONAL STEEL AND ★ SHIPBUILDING CORPORATION**

Harbor Drive at 28th Street — San Diego 12, California

*One of the Prickett diamond-cutter machines is shown in the picture at the left, preparing loins for chunk-style packing on the Standard Iron machine at the extreme right. Center picture shows how tuna from the boats enter the Westgate-Sun Harbor plant by flume. The picture at the right shows how the cans are run to the retort baskets from the company's specialized can-washer.*

de of the can. Here, the plant's ngineering staff is proud of its con-ribution to can-washing.

There are two 10,000 gal. tanks for oap and rinse water, the volume be-g to achieve a larger capacity of ater with less emulsification. The ystem works excellently, Bill Robin-on says, and is automatically con-olled.

Last step before going to labeling achines and casers is, of course the econd cook", or retorting process. his department is located at right ngles to the plant proper and con-ains seven retorts, each capable of eceiving 11 great steel "baskets", hese holding an approximate 30 to 0 cases of the canned product. Thus, he required final cooking and steri-zing process is complete.

Featured equipment in the plant re, in addition to the six new-type ontinental Can sealers: five Car-uthers fancy Pak-Shapers; three tandard C & F packers; some of the etorts have Harris Quick-Opening oors; there are four high-speed tandard-Knapp labeling machines; our automatic casers and a pair of ase-sealing machines.

## *Sardine and Mackerel Packing Is Projected*

Sardine and mackerel have not been packed to any extent at San Diego for some years. It is therefore of interest to know that Westgate-Sun Harbor plans to install in the near future a complete packing plant for small fish.

Executives point out this is a logical move. During 1952 some 75,000 tons of mackerel were packed in California, the large source of supply of raw material being closer to San Diego than any other packing port.

While the sardine yield for 1952-53 has been almost a complete failure, it is shown that, in recent years large schools of the fish have been found off San Diego; in fact during the season before, large quantities were brought into that harbor and trucked to Los Angeles-Long Beach canneries.

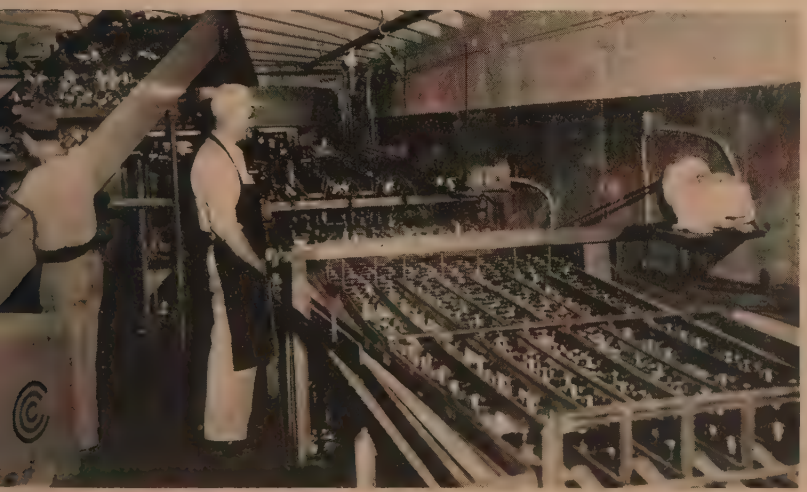
Lastly, so far as plant equipment and facilities are concerned, the company's reduction and stickwater plant has been transferred to the new site and a complete new building erected to house it. To original equipment, which had output of 15 tons per hour, and largely installed by Standard Steel Corporation, the company is investing considerable sums for improvement.

It is reported that the company is experimenting on further utilization of stickwater which already shows promise of important contribution to soil reclamation, announcement of which will be made in the near future.

Meanwhile the principal business of the company is production and sale of its "Breast O' Chicken" canned tuna through the national sales field. However, it also does an important private-label trade.

To promote one of the industry's top labels, the company will, in 1953 spend in excess of $1,000,000 for advertising and sales promotion and recently engaged the services of one of the country's leading advertising agencies, Foote, Cone & Belding, to work with Harold Requa, on effective advertising and promotion campaigns.

*he can loft at Westgate-Sun Harbor plant, showing the method by which the empty tins are turned right-side up and guided into track-ways leading by gravity to the four packing lines.*



## *Holmes Harbor Opened To Winter Dragging*

A limited winter otter trawling season for bottom fish has been established by the Washington Department of Fisheries for Holmes Harbor on Whidby Island. The season opened January 1 and will continue through February 13.

The area, closed to commercial trawling for 13 years, is adjacent to the main dragging grounds of Saratoga passage. Recent tests there by the department's research staff disclosed that it has become infested by overwhelming populations of dogfish, ratfish and skates, all of them strong competitors of salmon for the limited marine food supplies in the area.

The action had been urged by Whidby Island sports fishermen in a petition submitted to the department in November, 1952.

In addition to scrapfish, Holmes Harbor supports sizeable stocks of marketable sole, cod and flounder.

# GUESSING CONTEST—

# Who Gets the Jobs?

Guessing contests as to who would get the jobs affecting fisheries in the Eisenhower administration provided a fascinating indoor sport in the weeks immediately prior to the inauguration.

As this was written, a few days before that event, the opportunities outwardly were still open—although general supposition was that decision had been reached as to most of them. These observations are written in the knowledge that appointments may be announced before these words can be published.

First appointment in time as well as in importance of course was that of Governor Douglas McKay of Oregon as Secretary of the Interior, and it has received general approbation from those interested in fisheries.

Second only in importance is the job of Undersecretary of the Interior —and for this presstime prognosticators seemed to think that Zales N. Ecton, former senator from Montana, had been selected.

The four posts of assistant secretary are important—and one of them is vital to the fisheries, for the assistant secretary charged with supervision over the Fish and Wildlife Service carries more weight than a Japanese wrestler.

## *Oregonians Think Suomela In Line for FAWS Job*

Directorship of the Fish and Wildlife Service proved attractive to several, including Albert M. Day, incumbent, who evidently was hoping to hang on.

Seth Gordon, director of the California Department of Fish and Game, was reported in our December number as a candidate for the position, with exceptionally strong backing. At presstime for this issue, that situation continued.

About the time Douglas McKay left Oregon for his new post, those close to the situation in Portland and Astoria were confident that Arnie J. Suomela, Oregon state fisheries director, had been picked for the job. These sources were close to the man with the power to pick.

Mr. Suomela was director of Oregon fisheries before Mr. McKay became governor, and has served under him for six years. Basically a biologist, Mr. Suomela has made an outstanding record as a fishery administrator. Despite limitations of the Oregon budget, he has made his department famous for the high grade of its personnel and its esprit de corps.

Men who think that the new secretary has Suomela in mind say that Mr. McKay wants a man he can trust, and knows he has one in the Oregon director.

## *Bill Eardley's Backing Has National Character*

William C. Eardley of Seattle is also known to be a possibility for the position—perhaps with the widest backing of any prospects, for he is reported to have support from all four corners of the country.

Mr. Eardley is a successful businessman in the field of fish production—who sold his interests a few years ago, and who for a considerable period served the Office of Price Stabilization, for a time as fisheries consultant and later as chief of the fish section.

He is a former national secretary of the National Fisheries Institute, and has been active in that organization from its inception. Much of the support which has swung behind him for the post of F.A.W.S. director has come from N.F.I. members the country over.

The three men we have mentioned appeared in mid-January to be the leading new candidates. There may be others who haven't cropped-up as prominently on the Pacific Coast.

## *Al Day Still Hopin'*

Albert M. Day has been making an active campaign to retain the directorship, as evidenced by the flutter of publicity releases which issued in the franked mail during January.

One of these releases, dated Dec. 30, was to the effect that Mr. Day had appointed Milo C. Bell as engineering consultant and his chief advisor on protection of the fish runs of the Columbia River. The fact was the job had been offered Mr. Bell, but to presstime he had not accepted it. He had it under consideration, but was taking no action until the new Secretary of the Interior had taken office and made his policies known; and until it was decided who was to be director of the Fish and Wildlife Service.

Mr. Day's advocates contend that h is a "career" administrator—whic was what Henry O'Malley was.

In the fisheries it is generally fel that Mr. Day has shown unfortunat predilection for the Wildlife side o the service—all six regional admin istrators having come from the sam bureaucratic origin as Mr. Day him self—the Biological Survey; and tha conservation of the Alaska salmo resource has suffered through recen years.

Singularly, the bitterest oppositio to Mr. Day comes from the ranks o sportsmen interested in his ow favorite subject—waterfowl.

## *Alaskan for Alaska*

Governorship of Alaska is anothe position about which there has bee much interested speculation. Secre tary McKay in December indicate rather plainly that the job would g to an Alaskan, if a satisfactory in dividual could be found to accept it He is reported to have indicated tha this decision was made by Genera Eisenhower himself.

There has been no lack of wil Alaskans.

Objective students of the Alask gubernatorial situation at presstim felt there were four leading candi dates. These were:

*Frank Heintzleman* — For man years Alaska regional forester for th Forest Service, and perhaps mor widely known in Alaska than an other candidate, although his princi pal residence has been in Juneau. H is known to have support of a goo many men in the fishing industrie

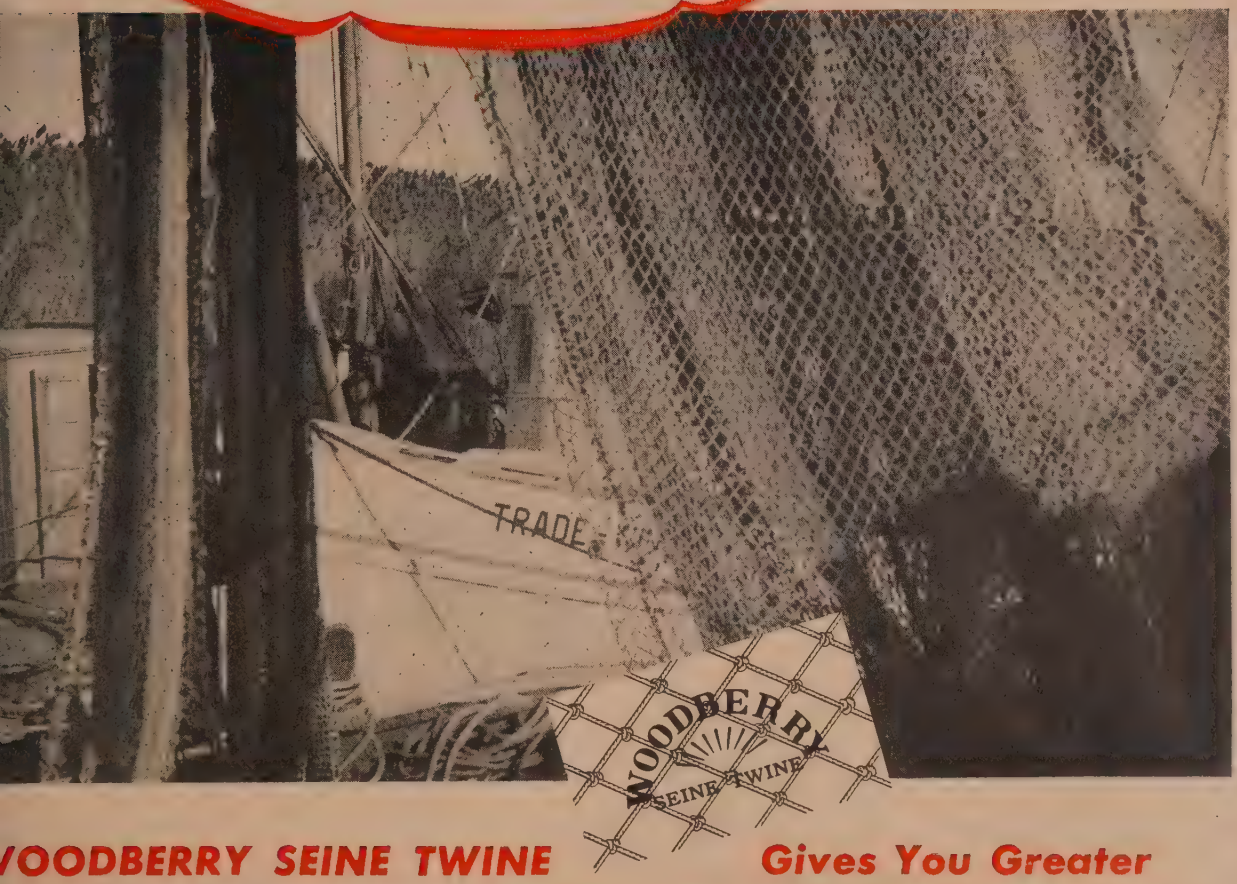
*Carl Lomen* — Nome and Seattl businessman; identified with Alask for his entire life. He also is accorde support of many in the fish industry

*Elmer E. Rasmuson* — Anchorag banker, with banking interests also i Wrangell and Skagway. Although n a long-time resident of Alaska hi self, his father was before him, an the name is widely known in the terr tory. Bankers generally would like t see him get the job. His support cer ters in Anchorage, with Fairbank also favorable.

*Walter Hickle* — Anchorage co tractor, is offered by some as repr sentative of the presently very in portant construction business.

# UNIFORMITY

## Makes the Big Difference In SEINE TWINE

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# Here's the remarkable story of a 46-foot Matthews and the tail end of a hurricane.

*"When the Coast Guard boys saw the 12-pound Danforth, their eyes bugged."*

It was about midnight on August 31st. Martin Heflin, his family and guests were aboard the HI-BINDER, a 46-foot Matthews, tied up to a dock on one of the Chesapeake's broadest reaches. A few hours later, the HI-BINDER was without power, and was anchored a mile off shore in a black fury of water whipped up by the tail end of an unpredicted hurricane which at times reached gusts of 100 miles an hour. Next day the Coast Guard came alongside to tow the HI-BINDER into Annapolis. As Mr. Heflin says, "In came the line, and finally up came the anchor. When the Coast Guard lads saw it, their eyes bugged. It was a 12 pound Danforth . . . I think the Danforth should be gold plated and retired with honors."

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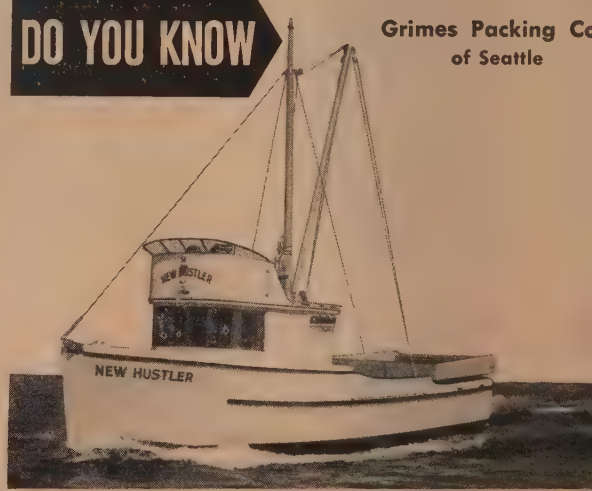


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PACIFIC Fisherman's NEWS

FEBRUARY 1953

## IOTHER OF CLIPPERS )ST IN FINAL DAYS F DISASTROUS YEAR

A dramatic and tragic climax to e most disastrous year the South- n California tuna-fishing fleet ever perienced occurred just before 1952 ded. The "mother of tuna clippers," e 112' wood *Atlantic* crashed ashore d broke up at a point between Mag- lena Bay and Cape San Lucas, ower California on December 16.

The veteran hook-and-liner, from ose basic hull design sprang nearly 0 vessels that, in a generation be- me the world's most costly fishing et, was designed by Manual Madru- and built by Campbell Machine mpany in 1926.

She was the 21st tuna clipper to be st in 1952; the 23rd was the 70' ood Clipper, *Amor da Patria,* owned Eric Danielson, another old-timer, ilt by San Diego Marine Construc- on Company in, 1927. She wast lost December 26 when she opened up d sank in the Gulf of California.

Altogether the Southern California hing fleets lost 31 vessels last year, cluding clippers, purse seiners, Al- core boats and market vessels. A mber of other large boats were verely damaged during the year her by fire or stranding.

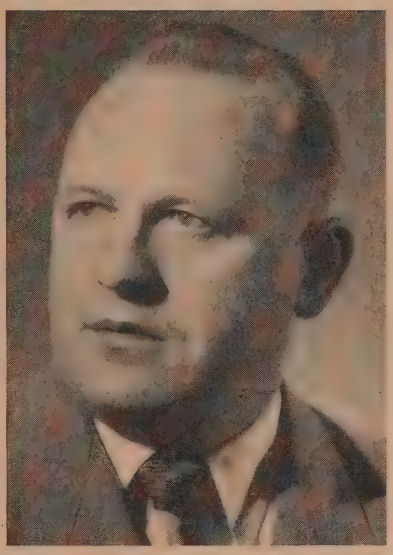
### Anna B" Sold South

*Anna B.,* one of the best known of n Francisco purse seiners, was sold Phil Billante, and his partners to exican interests.

Phil and his brothers and partners so have small boats and they will fishing for salmon, crabs and Al- core out of San Francisco.

### Scarlet Queen" Returns fter 120-Day Trip

The *Scarlet Queen,* one of the larg- t of the tuna clipper fleet, returned San Diego December 31 after a ur-month voyage. The vessel was ported to have aboard a cargo lued at approximately $150,000. er skipper is Harold Morgan, Jr.; r navigator, Capt. Robert L. Alver- n, who commanded the boat when e served as a freezership in Bristol ay during the salmon season there.



*CAPT. SIG HENDRICKS*

***New president of the Fishing Vessel Owners' Association, comprising the Seattle halibut fleet.***

## 15 Clippers Unload Fares at Panama

Tuna clippers unloading fish at the Canal Zone during 1952 included: *Hortensia Bertin, South Pacific, Del Sur, Yolande Bertin, Columbia, Astorian, Tesoro del Mar, Emma R. S.* (sank June 3), *Magellan, Western Pacific, Palomar, Marico, Sea Magic, St. Joseph, Navigator.* All in all 3,413 tons of tuna were unloaded at the Zone and shipped to the United States by steamer, from January through November.

### "American Rose" Burns

Another purse seiner was lost from the San Pedro fleet in December when the *American Rose* burned to the water line and sank off the west end of San Clemente Island. The boat *West Coast* took the crew of 11 aboard and transferred them to a Coast Guard cutter which returned them to Los Angeles Harbor.

The 85-foot seiner was owned by Raymond Dragic and the West Coast Packing Co. of Long Beach, Calif.

## Sig Hendricks Heads F.V.O.A.

Capt. Sig Hendricks, master of the halibut fishing vessel *Yakutat,* was elected president of the Fishing Vessel Owners Association at the annual meeting held in Seattle just before the first of the year. He succeeds Capt. Arne Einmo of the vessel *Polaris,* who served through 1952.

Elected vice president of the association was Capt. Haaken Selvar of the *Oceanus;* while Capt. Harold Hansen of the *Claudia H.* was chosen secretary.

Trustees elected include: Capt. Jacob Bassi of the *Resolute;* Capt. Nels Farstad of the *Brisk;* Capt. William Selset of the *New Era;* Capt. Hjalmar Stanness of the *Traveler;* and Capt. Anton Eliasen of the *Seattle.*

Harold E. Lokken was re-appointed manager of the Association, a position he has held continuously since 1924.

### *Crescent City Port Facilities Improved*

Considerable work has been carried on during the fall and early winter at Crescent City on improvement of facilities at that city's Citizens' Dock.

New planking was laid on portions of the wharf, including the new skiff dock. Also, a new fish hoist has been installed at one end of the dock for the Tom Lazio Fish Company, to relieve congestion occasioned by simultaneous deliveries by dragboats and smaller fishing craft.

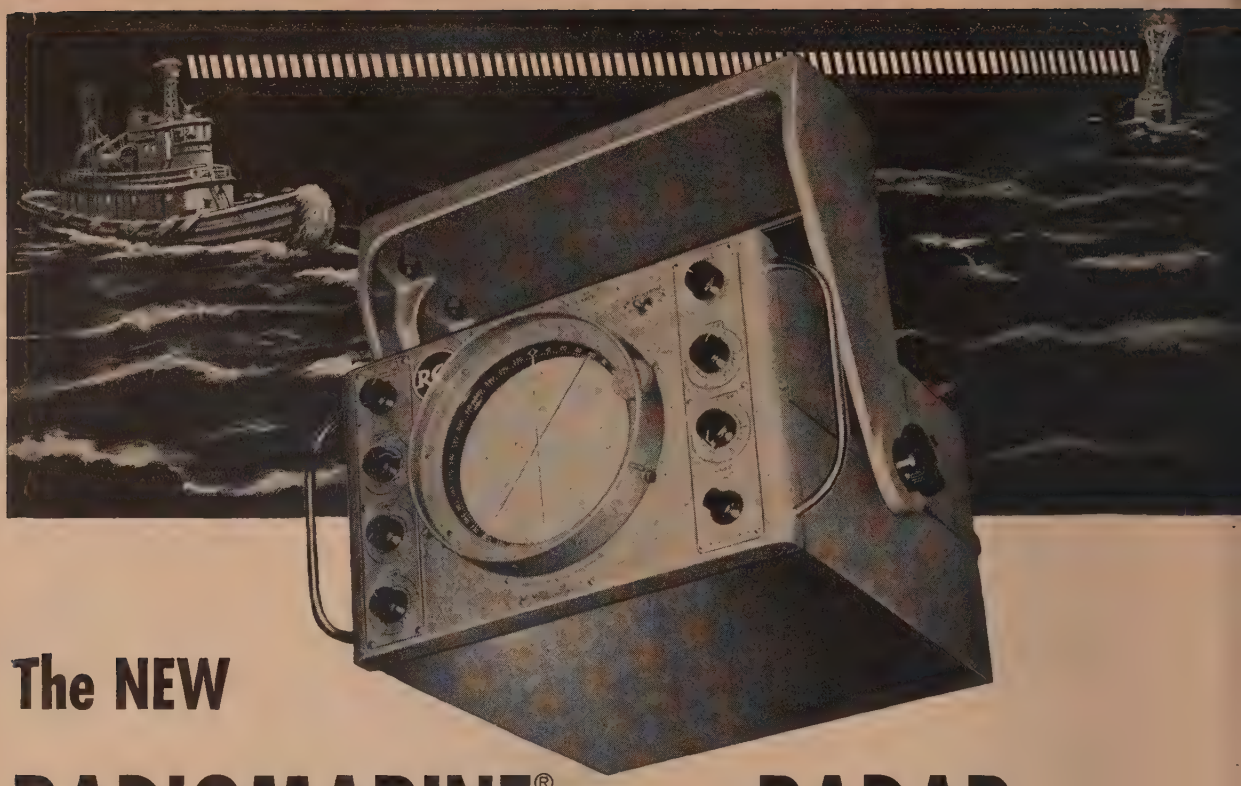
The improvements also include provision for a berth for the U. S. Coast Guard cutter *Yocona* on her trips to the Del Norte county port.

#### FIRE BLISTERS "FRANCES MARIE"

A fire in the engine room of the 103-foot tuna clipper *Frances Marie* caused extensive damage to the boat which was undergoing repairs at National Steel & Shipbuilding at San Diego. Frank M. Perry Co. is the managing owner.

#### CATALINA FISHING FINED

John Sima of San Pedro was recently fined $400 for fishing with a round haul net in Catalina Island waters.



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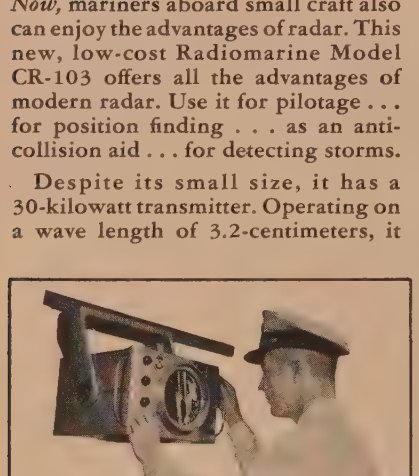
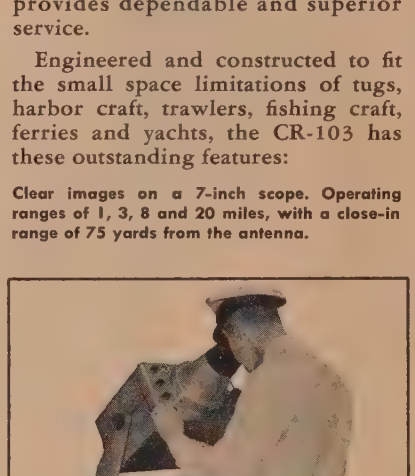
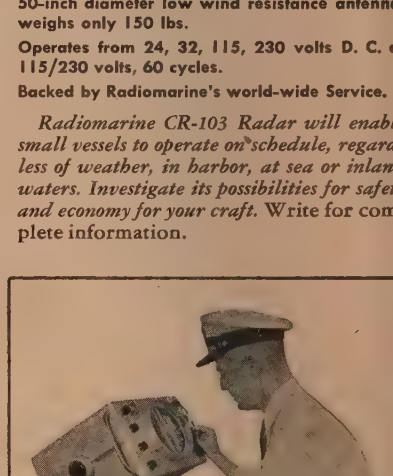


**Mounted from the overhead**



**Mounted on Transmitter/Receiver Cabinet**



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Pacific Fisherman's NEWS

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## Dragger "St. Mary" To Serve Mission

Ignacio Favalora, managing partner in Mission Fisheries, Monterey wholesale fish firm, which took over he facilities of Consolidated Fisheries, Inc., when that company left its Monterey operations, has purchased he drag boat *St. Mary*.

The *St. Mary* was formerly owned y Dusty Rhodes and is powered with "Cat" diesel engine. Cosimo Parco now skipper of the craft. Cosimo as formerly a drag boat owner in loucester, Mass.

## Employment Office Opened

The Red Salmon Co., with a cannery t Naknek, Alaska, and the Wards Cove Packing Co., of Ketchikan, have stablished an employment office at 75 Colman Bldg., Seattle 4, Main 133, Extension 25.

# Calif. Crab Year Opens With Good Catches at 12c

The 1952-1953 crab season on the northern California coast was fairly launched in mid-December when local operations got underway to an excellent start. The season remains open until next July 30, and Eureka fishermen had their eyes fixed on the more than two and one-half million pound catch racked up last year as the incentive for a possible new record.

The first week of the new season found virtually the entire Humboldt Bay crabbing fleet at work, with deliveries pouring into Eureka in a steady stream. Local processing plants already were in operation, receiving crabs taken in more southerly waters, where the season had opened in mid-November, so were prepared to handle the catch. A good many fishermen who had been working to the south, hauling their catches to Eureka, immediately shifted their headquarters to the home port.

Prices opened at from 10 to 12c per pound and thereafter levelled off at 12c. A large quantity of the catch was being packed by local shoreside operators, the remainder being shipped fresh whole.

Opening of the north coast season resulted in immediate and material expansion of shoreside plant crews, to handle the new influx, particularly in the processing departments. The picking and packing operations gave employment to hundreds of women in the processing lines. Companies engaging in packing activities this season include: Theo Weissich Fish Company; A. Paladini, Inc. (plants at both Eureka and Fields Landing); Snider Fish Company; Consolidated Fish Company; Balestrieri Fish Company; Tom Lazio Fish Company.

One pound and five pound packages were being put out by the majority of these concerns.

## Willapa Fisherman Gets His Gear Back Again

George Moser, Raymond fisherman, has his net and gaff hook back.

Moser's net and gaff were taken as evidence and held in the clerk's vault at the Pacific County courthouse, South Bend, from March 18, 1950, when he was tried on charges of illegal fishing, fishing with a set net and resisting arrest, until November.

Moser's conviction was reversed by the state supreme court last August after two years of litigation and the case against him was dismissed.

In October Moser filed suit against the three state fisheries department men who arrested him, asking $86,500 in alleged damages.

## Panama Bait Fishing Regulations Revised

The Republic of Panama has issued a new decree regulating the season and taking of tuna bait fish in its territorial waters, according to word received from Paul A. Sullivan, Sullivan Steamship Agencies, Balboa, Canal Zone. Decree 30 became effective last December 22.

Main points of the decree, which cancels and supersedes several others are: Season is from February 15 to October 15; Tax of $15 per registered ton is levied, as well as requiring $1.00 paid for an identification card.

It is prohibited to net any fish not suitable for luring tuna; reports must be made annually of weights and species of fish caught, this referring particularly to "anchovy sardines"; vessels are compelled to buy provisions and supplies, as well as seek repairs when necessary, from the Republic of Panama.

## "Franklin" Is Re-powered

*Franklin,* well known northern California combination boat, owned by Gust Hylander, Oakland, has been repowered with a "Cat" 170 continuous bhp marine diesel engine, equipped with air starting motor, Twin Disc front power take off and Snow-Nabstedt 4.4:1 reverse and reduction gears, hydraulically controlled. There is a Maxim silencer, and the engine turns a 52 x 42 Pitchometer propeller.

The engine and accessories were purchased from the Thomas A. Short Co., San Francisco, and the installation is being made by the Sausalito Shipbuilding Co., Sausalito.

*Franklin* is 58' long, by 16' beam, and has a draft of 8'7".

## Eureka Fleet Readied For Early Fishing

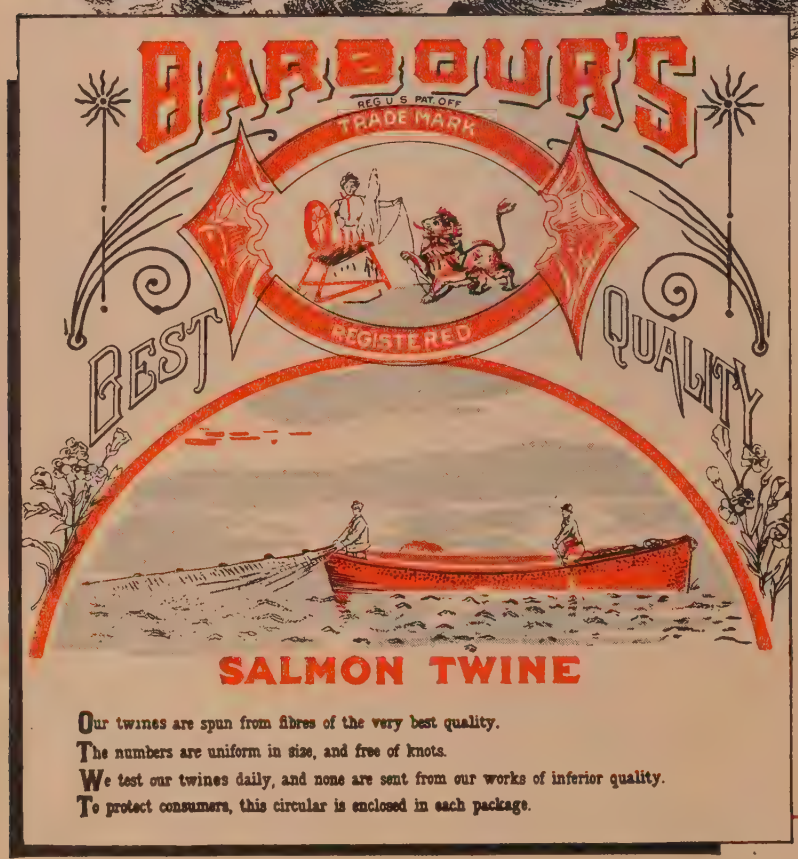
The month of December at Eureka found a good many boat owners and operators taking advantage of the seasonal lull to make repairs to their craft and gear. Indeed, the rush of business kept crews working continuously at both the Fields Landing and Fairhaven Ways operated by the Gillette Marine Ways Company.

In at Fields Landing were the following: *Sundown,* skipper Roy Hasbrock; *Hike II,* owner Fritz Juchiger; *Jeannie Marie,* skipper Verne Haph; *Iokiawah,* operated by Bob Hamblock; *Neva D* and *Janet Ray,* both owned by Wayne Gonsalvez.

On the Fairhaven side, workmen had cleared the following: *Mary LaRocca,* operated by Monroe Guy; *Dungeness,* owner Bruce Barschell; *Diana,* owner Marvin Brown; *Quest,* owner Albin Anderson; *Sea,* owned by Herbert Moore.

Also in for repairs was the *Lucerne,* seriously damaged by a high sea at Crescent City earlier in the season.

# LINEN or NYLON..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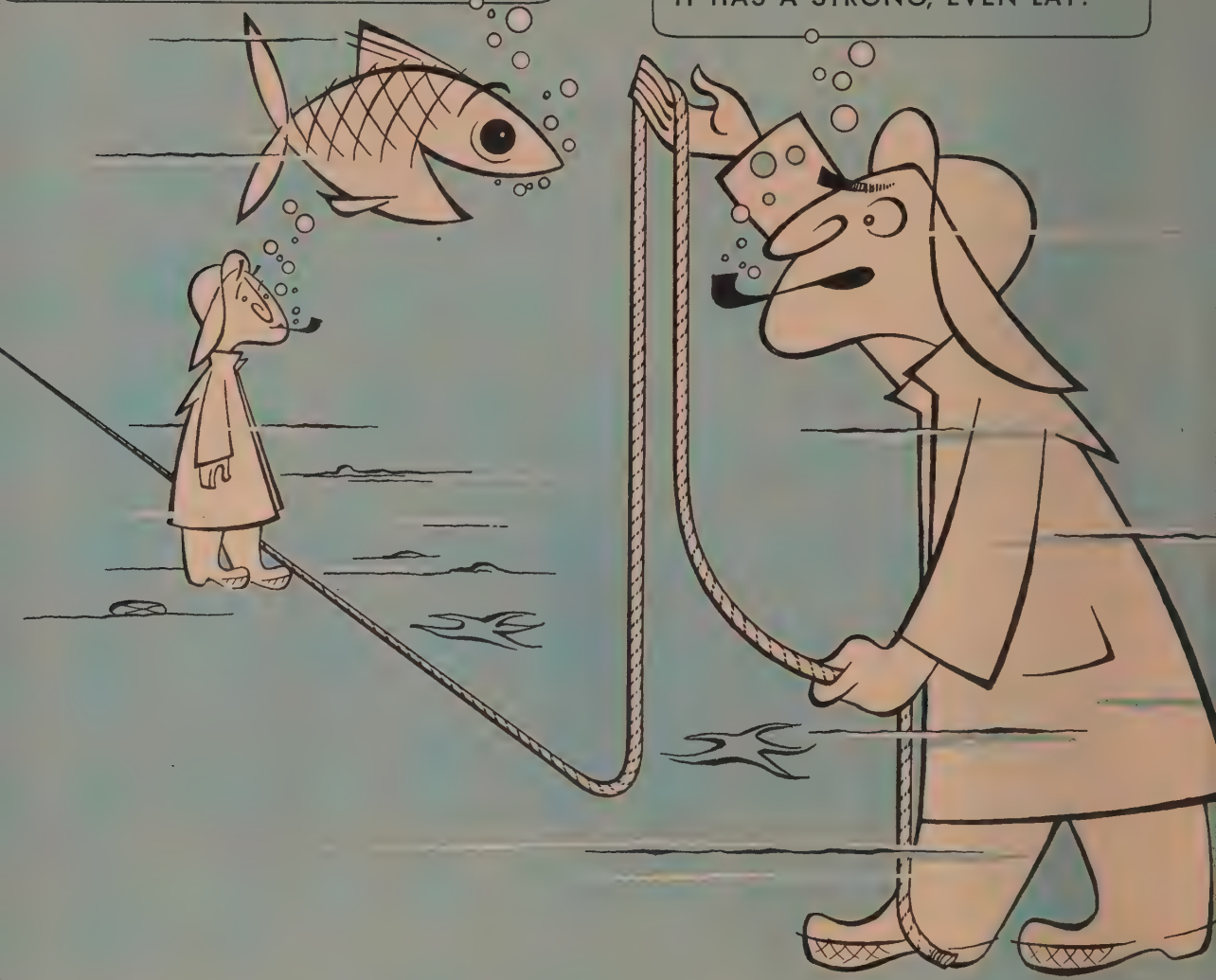

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# Moss Landing—Monterey Bay

A series of winter storms the week efore Christmas finally determined ie end of the 1952 Albacore season the Monterey Bay area. A few die hards" were out there to the ery end, barely making it home in me for the holidays. Plans for the ew year became the main subject of nversation as the men prepared to e up their boats in various ports om San Diego to Seattle.

The Lee Bothwells of the *Albacore* left on a tour of the harbors to the rth in search of a larger boat for ext seasons fishing. They spent hristmas with Lee's parents in Mau-n, Oregon. The John Martinsens of ie *Isis* went to Navata to be with ieir daughter for a visit and then anned to go to Seattle, their former ome. Ed Weidenaar of the *Gary Lee* ft his boat in Moss Landing and ined his wife in Morro Bay. J. V. haw of the *Christine* with his wife nd children, Johnny and Diane, re-rned recently from a visit to "J.V.'s" arents in Oklahoma, "far away from oats and fishing," he said. Fred andness and his wife Chris, are busy the garden of their home, Fair arbor, in Carmel. Albert Phillips the *Pompano* put aside fishing for ie season to do roofing and plumbing ork, his former trades.

Roy and Ruth Dulaney of the *enguin* and their daughter and son-law, Barbara and Bob Mason of ie *Selma J.*, left for San Diego where ey will spend the winter and make lterations on their boats. Accom-anying them on the trip were Don nd Harriette Coffill on the *Harriett ae*. The Dulaneys celebrated their 5th wedding anniversary recently nd Ruth is the proud new owner of a eautiful wrist watch which Roy pre-nted her.

* * *

Anselm Koski of the *Marauder* topped by Moss Landing with the ew Mrs. Koski and received the con-ratulations of his fellow fishermen. le left his boat in San Diego and re-orted he's had one of the best sea-ons in his history of fishing.

* * *

Frank Peters of the *Star of Madei-a* is seriously thinking of going back o his birthplace on the Isle of Ma-eira. With the sale of his boat and ome property he owns in Fort Bragg, e can retire comfortably there for ie rest of his life because the rate f money exchange is so favorable. Everything grows there," said rank, "even sugar cane and bananas nd the sea is full of all kinds of sh—Albacore, too."

* * *

Jack Norman and Bill Tomson wapped boats recently and each is leased with the transaction. Jack will use Bill's *Croaker* for crabbing and sea bass fishing and Bill will fish salmon with Jack's *Tiny Boy*.

* * *

Moss Landing friends of Ted Wagner, skipper of the *Lilly*, were happy to hear from him at Christmas time. Ted was one of the Moss Landing regulars for several seasons. Last spring he took his boat north and fished salmon out of Gray's harbor. He now is making his home in Port Angeles with his wife, Donna and daughter, Theadonna.

* * *

Matt Calandrino is recovering from an operation he underwent recently at the Marine Hospital in San Francisco. Matt used to run a party boat out of that city and he has just about decided to sell his fishing boat and get back into his former line again.

* * *

Jack Mandy has enlisted the services of Ward Wilbur of the *Sigrid* to do the welding work for Jack's Moss Landing Refrigeration Company. The two men have completed welding the tanks of Bill Yeoman's, *Twenty Grand*. Customers they have lined up for refrigeration work are: Orville Patterson's, *Silver Spray;* Guy Thompson's, *West Wind;* Lloyd Myking's, *Ragnar M.;* John Benson's, *Sunrise;* and Leroy Herrington's, *Peso II*.

A "Take 'Em or Leave 'Em" magazine exchange has proved very popular at the Marine store in Moss Landing. The idea was initiated by Esther Martinsen of the *Isis*, who, with her husband, John, handled supplies for the fishermen in Alaska for many years.

# Anchovy Records Fall as Seiners Capture 500 Tons

"The biggest school of anchovies ever seen," was the way Monterey fishermen described the one hit toward the latter part of last month near Pescadero, Calif.

About 20 Monterey purse seiners netted more than 500 tons from the school. High boat was the purse seiner *Sea Traveller*, Joe DiMaggio, skipper, who brought in 92 tons. This was thought to be one of the largest loads of anchovies ever brought in.

Boats are on limits because each cannery can handle only about 100 tons of anchovies per day.

About 1,100 cannery workers were employed in nine canneries in the Monterey area, processing the catch.

# Winter Herring Search Catches Only Small Fish

Small herring—6½" fish in their second year — were the principal product of the six weeks exploratory trip of the Fish and Wildlife Service vessel *John N. Cobb*, seeking to test the winter herring possibilities of Southeast Alaska.

J. G. Ellison, chief of North Pacific fisheries exploration and gear research, reported that large adult fish were not noted in numbers of any consequence save in Tongass Narrows —where there is already an established bait fishery.

The primary purpose of this exploration was to find if herring could be taken in commercial quantities in southeastern Alaskan waters during the months of November and December. Waters which were explored included the bays and the inlets off Icy Strait, Chatham Strait, Stevens Passage, Seymour Canal, the Sitka Sound area, Sea Otter Sound, Frederick Sound, and lower Clarence Strait. Sets were made in Silver Bay and the south arm of Kendrick Bay. Small fish were found in both of these areas. Evidence of small fish was found in Port Camden and Lisianski Inlet.

The investigation was a cooperative study made by the Fish and Wildlife Service and the Alaska herring industry. The industry supplied the purse seine and other items of fishing gear and the vessel and the personnel were furnished by the Fish and Wildlife Service. Exploratory fishing operations were under the direction of Captain Sheldon W. Johnson of the Service's Branch of Commercial Fisheries and the biological activities were directed by Lawrence N. Kolloen of the Service's Branch of Fishery Biology. A biologist of the Alaska Department of Fisheries joined the boat and assisted in the explorations and the tagging of herring.

Two thousand herring were tagged in the south arm of Kendrick Bay and three thousand four hundred were tagged in Tongass Narrows with nickel-plated steel "belly" tags, in an attempt to gain information on the migration patterns of these fish.

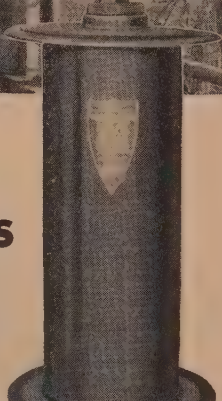
### "TWO BROTHERS" SAVED

The 42' dragger *Two Brothers* almost sank off Yankee Point, near Monterey, Calif., last month when a broken line let water into the boat's hold.

However, Capt. Francisco Grillo managed to get two pumps going and stayed under power until the Coast Guard rescue boat arrived from Monterey. The vessel was then towed into port.

## In Gloucester Harbor There's Praise for AQUA-CLEAR Feeders

With the keen instinct bred from generations wresting their livelihood from the sea, Gloucester fishermen are "hard to sell". But when they see something that increases efficiency and cuts costs too, they go for it without delay. That's why you're seeing more and more boats off Gloucester with AQUA-CLEAR Feeders.



## Cools Engines Direct with Raw Sea Water

Ever since engines were invented, until now there has been no safe way to cool direct with raw sea water. Salt water rust and corrosion cuts the life of marine engines in half. The AQUA-CLEAR Feeder has changed all that—saves hundreds of dollars of expense yet protects the entire cooling system. Good news travels fast and in every fishing field both new and old boats are being equipped with AQUA-CLEAR Feeders.

### Throw Your Heat Exchanger Troubles Overboard

***Better and Cheaper Than Closed Cooling***

Save all the extra expense, space, and complicated piping needed with closed cooling. No cumbersome heat exchangers or exposed keel coolers, no expansion tanks, no extra holes through the hull—cuts maintenance and repair expense, avoids lost time due to breakdowns. Costs less than $75 for most engines. Easy to install.

Peter Lovasco, owner and captain of the dragger St. Joseph, is typical. Over a year ago, he installed a new $20,000 Wolverine diesel and equipped it with AQUA-CLEAR Feeder. Months later he took off sections of pipe and said they showed no signs of corrosion.

## STOP Rust and Corrosion

### in the Entire Cooling System

The AQUA-CLEAR Feeder gives complete protection from all rust and corrosion to cylinder heads, manifolds, water jackets, and liners. Lengthens the life of old engines—keeps new ones from ever rusting. Also prevents salting down the engine, even under abnormal temperatures. Made for all kinds and sizes of marine engines, either gasoline or diesel.

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# Willapa—Fouled Net Saves Fisherman in Cour

Charges of illegal use of a gilln against Nils Moe, South Bend fishe man, were dismissed recently whe the court ruled that the arrest w ill advised because there was insuf cient evidence to prove that Moe ha violated the law.

Moe's boat was stuck in the mu and his net was fouled when he w arrested. He contended that he a his net fouled accidentally.

---

A total of 22,090 lbs. of salmo were landed at the Westhaven doc Westport, during November. Tota for the first 11 months of the ye were: Salmon 4,219,565 pounds; tun 39,988 pounds; bottom fish, 151,8 pounds; salmon eggs, 8,742 pound crab, 59,892½ dozen and miscellan ous seafoods, 41,000 pounds.

---

The troller *Buzzy,* owned by W. Soule of Naselle, was sunk at h mooring at the Tony Lewis wha above the Naselle Highway bridge a sinker log which got under the bo and upset it as the tide ebbed. Sou estimated damages at $4,000.

---

Clarence Joseph Duncan, 76, retir fisherman who lived at Taholah, c lapsed and died on an Aberde street in December. He was born Garibaldi, Ore.

---

Lieut. Comdr. Floyd M. Meye Aberdeen, retired recently after ser ing 30½ years in the United Stat coast guard. His last assignment w a year and a half of duty aboard t cutter McLane, stationed at Gra Harbor, as engineering officer. Meye first enlisted in 1921 at Ketchika Alaska, after a period of fishing wi his father.

### JACK MOSKOVITA BUILDING UP A DRAGGER FLEET

Visiting in Astoria during the Ho day season was Jack Moskovita Crescent City, Cal., where he ope ates a motor court. Jack former lived in Astoria, where he fished dragboat *Ida Mae* for New Engla Fish Co. Recently he acquired t dragger *Stephanie,* which was da aged during a heavy storm early December when the vessel w beached on the rocks at Crescent Cit Jack purchased the boat and pla making necessary repairs in order start dragging operations out of A toria this coming season. He h also purchased a half interest in a other dragger. All indications a that Moskovita will return to the s after his siege of shore jobs, piledri ing, motor courts, etc.

# San Pedro Seine Sets

*ESPERIA,* purse seiner sold by the edit Managers' Association of Los ngeles, is now owned by *Federico adrano* of Mazatlan, Mexico . . . e *Char Lee,* 38' steel boat built in ng Beach, has been sold to Thailand rough Jerry's Boat Sales. Seaside pply Store, San Pedro, outfitted the at for shrimp trawling, supplying r with a Model 18-11-D Whitey nch . . . *J. D. Martinolich,* owned John and Carl Martinolich, out of n Diego, has been sold to Juan driquez for sardine fishing out of senada, Baja California . . . *PAUL C,* owned by *Sam Caledrino* San Francisco, has been equipped th Freon refrigeration system, by ilber's Boat Yard, Long Beach. A tter auxiliary drives the system . . . uck Wilber has also installed a milar system in the *Eastern,* owned *A. Arnesen of Seattle.* A Petter as also used here . . . *Andrew mich,* retired skipper of the *Progss,* died in late December at the e of 64. He was a member of the shermen's Cooperative Association. ass was celebrated at Mary Star of e Sea Church, San Pedro . . . *ALLETTA B,* owned by *Borti Petch,* has been given a G.E. radar, taken from one of the Olson lumber boats. The installation was made by Johnson Radar of Wilmington . . . *Tom Mason* has put a new oil stove on his purse seiner *Sea King* . . . Jack Miachika, San Pedro, was injured while fishing on the *Seven Seas.* He was hospitalized following the accident. San Pedro's entry in the Rose Bowl Parade was a float calling attention to the Fishermen's Fiesta, with a theme of "Three Little Fishes" . . . *Andrew Devlahovich* has purchased the *Conte Savoia III,* renaming her *Andrew D.* Paul Hiller extended the seiner's CO2 system . . . *Nancy Rose* has been reactivated at Long Beach Marine Repair . . . *Anna B,* formerly of San Francisco, has been sold for fishing out of Ensenada. Carlson & York handled the sale . . .

**"QUIZ KID" ADDS AUX.**

The *Quiz Kid,* Wendell White's Kettenburg, was in the yard of her building recently for overhaul of her "Caterpillar" diesel, which to date has run 16,000 hours. While there, a 1-cylinder Hallett diesel was installed to drive the refrigeration system, pumps, etc. The engine was supplied by Shepherd Marine of San Diego.

## *Tuna Clipper Towed For 3000 Miles*

*American Boy,* San Diego tuna clipper, with Manuel Chula as skipper, and Joaquin "Jack" Canas as managing owner, ran into hard luck at the Galapagos Islands this fall when she suffered engine breakdown. The Star & Crescent Boat Company sent its 1600-hp. General Motors-powered tug, *Challenger* 3,000 miles south to bring her home for repairs.

## *Crescent City Craft Damaged by Big Sea*

Four fishing boats were badly damaged, and several others sustained damage in varying degrees at Crescent City in early winter when a huge sea swept into the harbor, capsizing a number of small craft and smashing into harbor facilities and onto the beach.

Boats sustaining the heaviest damage were the *Andy Ann, Lucerne, Maurene W.* and *Keno.*

The big sea at first was thought to have been caused by the giant earthquake and tidal wave off Siberia about the same time, but subsequent investigation indicated that it was simply part of a very high tide.

The incident was confined to the Crescent City harbor, and did not extend southward or to the Humboldt county coastline.


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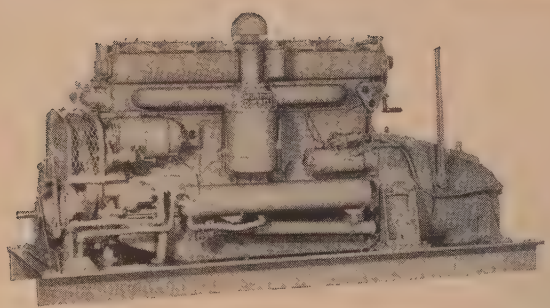

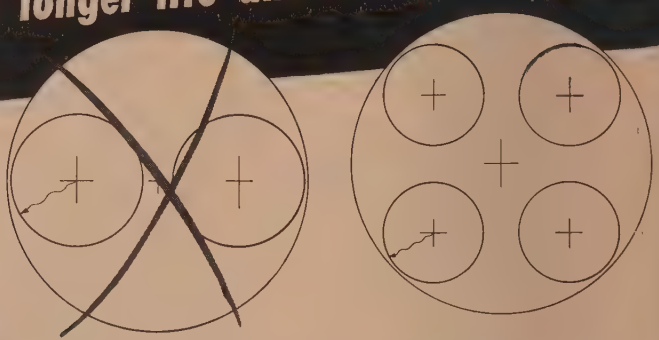

THE power a diesel engine develops is dependent to a great degree on the breathing capacity of the valves. Breathing capacity of the valves in turn is determined by the circumference of the valves and their lift. Thus, when we compare Murphy Diesel's 4 valve design with the conventional 2 valve design of equal total valve area, simple arithmetic shows that total circumference of the 4 valve arrangement is 41.4% greater. With equal lift, the breathing capacity is also 41.4% greater.

At the same time, Murphy design provides 41.4% more metal-to-metal contact between the circumference of the valve and the seat for dissipation of valve heat. This, coupled with the smaller valve radius in 4 valve design (which means the heat has a shorter distance to travel to escape), explains why Murphy valves run cooler and rarely, if ever, have to be ground.

Four valves per cylinder is just one of the many reasons for Murphy's high standards of performance and economy. Others are given in the booklet "10 Questions to Ask a Diesel Engine Salesman". Get a copy from your Murphy Diesel Dealer or write direct.

"W No. 7" a salmon seiner owned by B.C. Packers, Limited, Vancouver, B.C. She is powered by a 150 H.P. Murphy Diesel.

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# SITKA SOUNDINGS

Disappointment, turmoil and confusion ended the 1952 King salmon trolling season in the Sitka area. The many trollers that went out after the closed season in September caught only enough fish to pay their expenses. However, a few, including Tom Sennitt of the *Mary S* and Pete Lewis of the *Lilia A,* did get a couple of fair trips out of the Cape Bendel area. There never was a real run of King Salmon in the Sitka area the entire season.

Bob Wick of the troller *Doris* was returning to Sitka after the season's trolling in September. He had his entire profit for the season cached in the foc's'l of his boat. Without warning, as he rounded Neva Point, his boat burst into flames. Ted Kirkman of the seiner *Neva,* traveling nearby rescued Bob and towed his burning boat to the beach. It was a total loss, together with all of his personal belongings. He came on to Sitka with Ted and when he returned to the cached hull a few days later to attempt to salvage the anchor and some of the deck gear, a thief had been there before him and stripped the wreck.

Dick Eliason sold his troller *Missouri* to Al Rottluff and has purchased the seiner *Freddie II* from Nick Kasakan. Al and Paul Morgan of the troller *Betty D* are spending their winter building an addition to the home of Dick Cruger in Jamestown Bay. Dick owns the B & C machine shop at the Sitka Marine Railways.

At a meeting held by the Fish and Wildlife Service last Fall, it was suggested that the six-pound limit on King Salmon be removed and that the 26" length alone determine the legality of fish. Also, cohoes that are to be kept for home use during the closed season on this fish should be disfigured by removing the tail as soon as they are cleaned.

Dick Preston, skipper of the 32' troller *Pegasus,* bought the 61' *Charbus* from Frank Perry of Seward. He will use the *Charbus* to fish halibut and tuna, as well as salmon.

Frank Bergdall, skipper of the *Skeeter,* resigned as Secretary of the Alaska Trollers Union at Sitka and Spike Bingham of the troller *Ross Lee* was elected to take his place. Frank is skippering the *Skipjack,* a 50' wild life agent's boat this winter.

Nearly all of the trollers around Sitka have turned trappers this winter and many are leaving port daily to locate their grounds.

## *Fiberglass Hull Covering Used on Gillnetters*

Although Bristol Bay is far from Southern California, three gillnetters for one of the Alaska salmon freezerships were built near Los Angeles. The Fairships Marine Enterprises constructed the boats of plywood and powered them with Nordberg Arrows, 1:88:1 reduction, supplied by the H. G. McKinney Co., Wilmington distributor for Nordberg.

The boats were designed by Vern Butts with tunnel sterns. Andrew Vilicich and Associates of San Pedro ordered the boats which were intended for use on one of the three freezerships in which Captain Vilicich is interested: *California, Alaska Reefer* and *Marsha Ann.*

The keels of the three boats were built of five laminations, one piece from stem-head to transom. Sheer planks were also laminated, six layers. The hulls are of 5/8" plywood, composed of pieces scarfed to 34' length. The entire hull and sections of the cabin of each boat were covered with fiberglass, using a DDM cure. For windows in the cabin 1¼" lucite was used.

### KAY GETS "ST. MICHAEL"

William D. Kay is the new owner of the fishing boat *St. Michael* at Eureka. She was formerly owned by Elmer W. Johnson.


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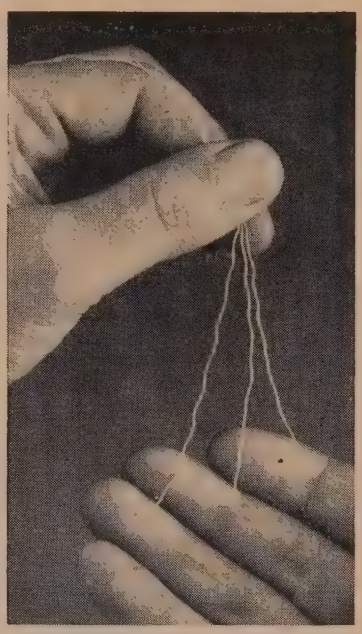

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IN ADDITION—NYLOCK *Nylon's special* BONDED *process* . . .

- prevents knot slippage . . . gives the nets less stretch
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## "New Queen" Wins Homage in B. C.

A smart 70′ seiner, *New Queen,* designed by Robert Allan, Vancouver naval architect, is one of the latest additions to the British Columbia salmon-herring fleet. The vessel was built at Harbor Boat Works, managed by Peter Storness, for Captain Dick Anzulovich.

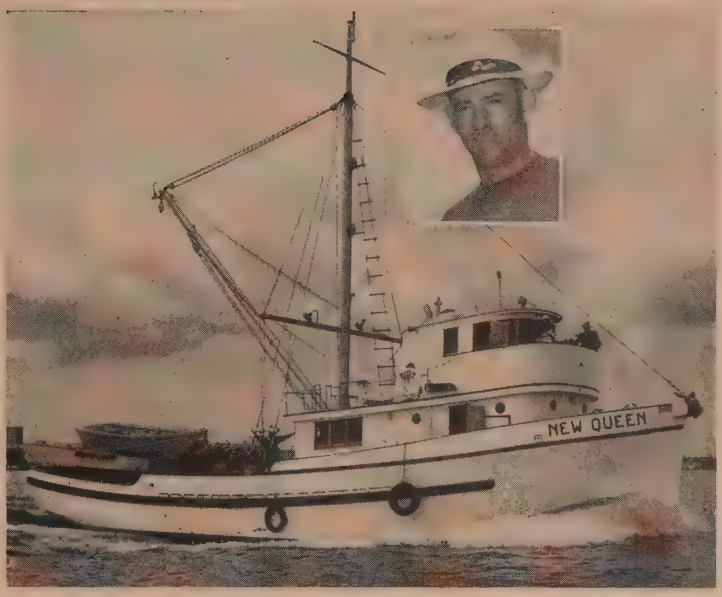
*New Queen* achieved a speed of about 11 knots on her trial run, with fuel, ship stores, seine and skiff aboard. It is estimated that the seiner can carry over 100 tons in the main hold.

Power plant consists of a D275 Caterpillar diesel marine engine developing 270 hp. and swinging a 60″ x 41″ pitch propeller at 370 rpm.

Equipment is hydraulic-powered—seining winch, anchor winch, steering apparatus and governor control. There is an air-actuated clutch control, a depth sounder and a radio telephone.

Galley and living quarters of this craft, which has a beam of 19′ 3″ and 9′ draft to waterline, are mahogany throughout.

*New Queen* is the third vessel to be skippered on the west coast by Dick Anzulovich, who came out from his native Yugoslavia in 1929 when he was a lad of 17. His previous ships were *Jessie Island No. XI* and *Rainbow Queen.*

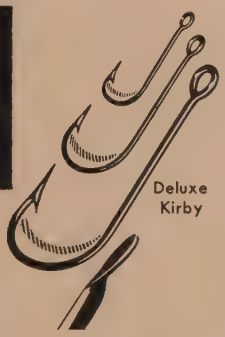



***Sweet sheer and sound hull, lively lines, and 270-hp. driving them—that's "New Queen," the new 70-footer which Capt. Dick Anzulovich is fishing off the British Columbia coast this season.***

## Lubetich Loses "Phyllis"

*Phyllis,* well known Monterey purse seiner, owned by Sala and Joe Aliotti, en route from San Pedro to Monterey, caught fire off Gaviota, and Skipper Dom Lubetich, beached the craft so he could fight the fire. However, subsequent battering by heavy seas caused the boat to be a total loss.


**PFLUEGER HOOKS**

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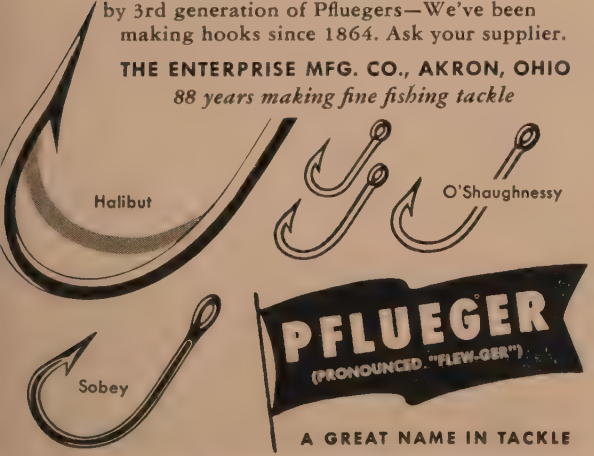


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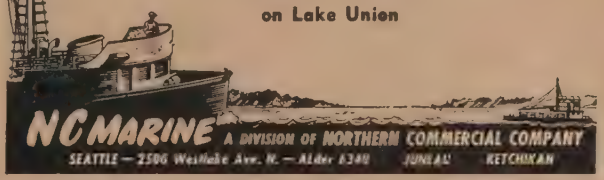


# Bits from the Bay

*John A. Lauc,* Kayler-Dahl Fish Co., Seattle, was a California visitor last month. While in the Bay area he called on Henry Dowden & Co., San Francisco, and Norfish Sales Co., Oakland. He also made calls on the trade in southern California.

*Vincent Passanisi,* San Francisco, has repowered his combination boat *Richard P.* with a "Cat" D311 38 continuous horsepower marine diesel engine, purchased from the Thomas A. Short Co., San Francisco. The engine is equipped with a Snow & Nabstedt 3-1 reduction and reverse gear.

*Norman Nish,* San Francisco, skipper of the combination boat *Molly N.,* has installed a General Motors 2-71 diesel engine to provide power for the refrigeration plant in his craft. The engine was purchased from West Coast Engine & Equipment Co., Berkeley.

*Lawrence,* a dragger owned by the Tom Lazio Fish Co., San Francisco, has been repowered with a General Motors 6-110 marine diesel engine, purchased from West Coast Engine & Equipment Co., Berkeley.

*Anthony Caruso,* San Francisco, has repowered his crab boat *Corinne* with a Graymarine Lugger Six-226 purchased from, and installed by Hall-Young Co., Fishermen's Wharf, San Francisco.

Tom D'Angelo, another San Francisco fisherman, had the diesel in his combination boat *Lou-Ann* completely overhauled at Shore Line Diesel, as did Jerry Vest, owner of the *Jerry No. 5.*

Stanley Cocks, Union Fish Co., San Francisco, accompanied by Mrs. Cocks made a combined business and pleasure trip to the Hawaiian Islands last month. They flew both ways, and also visited by air the islands of Hawaii, Maui and Kauai.

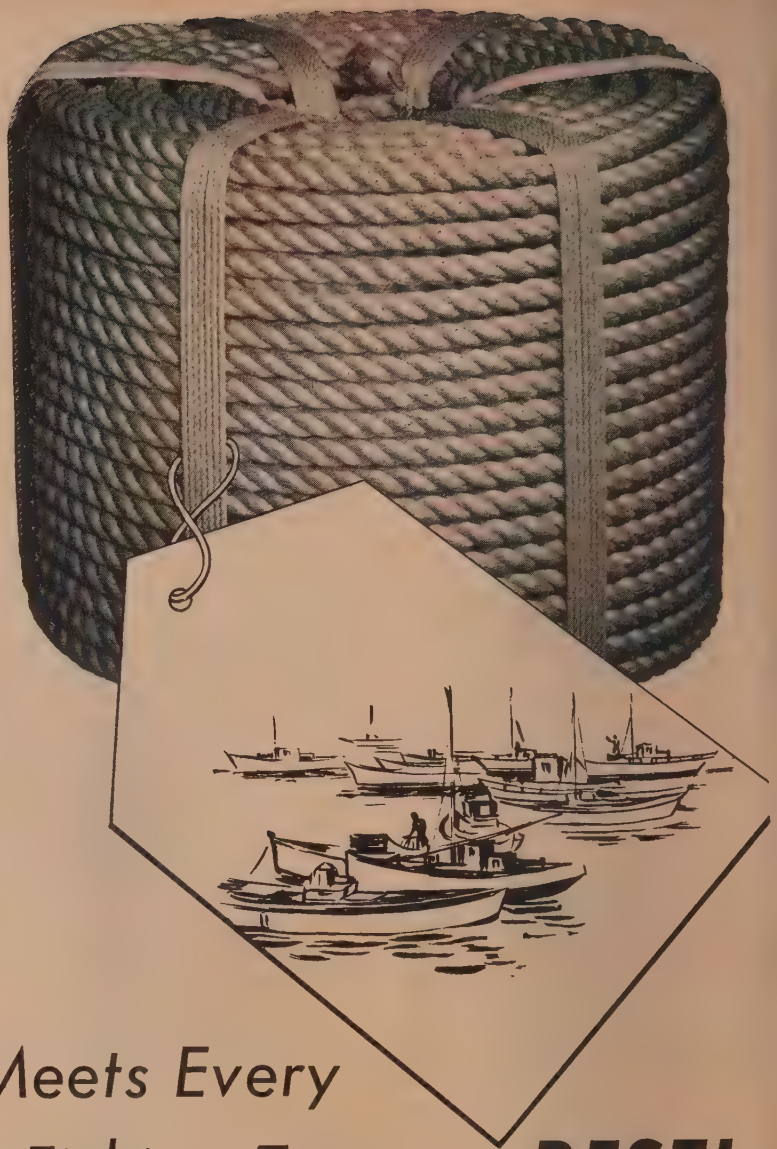
*Leonilda,* well known San Francisco trawler, fishing for A. Puccini & Sons, lost her propeller off the Lightship one night last month, and had to be towed into San Francisco Bay by the Coast Guard.

B. Haden, skipper of the *Rainbow,* San Francisco combination boat, recently had the GM- 6-71 diesel engine of his craft completely overhauled at Shoreline Diesel Maintenance, Fishermen's Wharf, San Francisco.

The GM-6-71 diesel engine in the combination boat *Alice,* Frank Sargent, San Francisco, skipper, was completely overhauled at Shoreline Diesel Maintenance, Fishermen's Wharf.

**"PALOMAR" RE-COILED**

The tuna clipper *Palomar* had new refrigeration coils installed in the fish holds. The work was done at San Diego Marine Construction Co.

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# SAN DIEGO BITE-SIZE ITEMS

*Sea Magic* was under command of *Earl A. Peterson* on her last trip out. Peterson relieved *Manuel Fernandes*. . . . *Manuel Silva,* owner of the *Dolindo,* recently underwent a serious operation. . . . His son is captain of the *Coimbra,* formerly the *Sherry Ann*. . . . Manual Joaquin Sousa, whose clipper, *Miss California,* was lost recently, has gone to Portugal for a vacation. There are rumors that the owners of the lost boat may order a new clipper built in Tacoma.

*Pete Neves* is now running the *Sea King*. He came off the *Santa Barbara*. *Guy Silva,* the veteran tuna fisherman, whose *Emma R. S.* sank last year off Costa Rica, is getting restless again and it is said he may buy a small vessel and go fishing again. . . . *Sunset* has a new skipper in *Al Santos,* one of the best in the business. . . . He transferred from the *Julia B.* . . .

*Antonio DeLuz* was running the Bregante clipper, *Sunset*. . . . *Juaquin "Jack" Canas* recently came home from his first trip with the *Mary C. Canas,* since his operation at San Diego. . . . Mr. and Mrs. *Eddie P. Silva* visited relatives recently on the Eastern seaboard. *Gilbert Madruga,* in the meantime, took command of the *American Clipper*. . . . He was recently operated upon for a back injury received in an auto accident.

*Frank Medina* is now running the *Queen Mary* for one trip. The principal owner, his brother, *Joe Medina,* returned to San Diego from Portugal for the holidays. Joe is owner of a whaling-reduction operation in the Azores. . . . *Frank Gonsalves,* owner-skipper of the *Liberty Bell,* missed taking her out in December when his mother-in-law was taken to the hospital for an operation. . . . *Frank "Pete" Szalinski,* managing owner of the former *Mariner,* finally got the "okey" from his doctor to make another trip. He has been ashore for two years. He completed this trip in time for Christmas.

### "SUN STREAK" RAMMED

No final report had been received, as this issue of *PFN* was prepared for the press, on the ramming and sinking of the *Sun Streak*. Arthur DeFever, marine surveyor, was in Peru in mid-December to investigate the sideswiping of the clipper by a Peruvian tanker. The boat was reported to have been crushed against a dock.

## *Gandolfo Fishes Herring After Losing "Aurora"*

Frank Gandolfo, formerly skipper of the *Aurora,* and Joe Torrente, partner in the San Francisco purse seiner *Torrente Bros.,* are fishing herring with Frank's boat *Vivian*.

The *Aurora* was declared a total loss last month when she exploded off Santa Cruz Island en route from San Francisco to San Diego. The well known San Francisco purse seiner was going to San Diego under charter.

The hulk was towed into San Pedro and has been purchased by George Muscovita.

### COLUMBIA DRAGGERS OVERHAULED FOR 1953

Taking advantage of the winter closure at New England Fish Company, several boat owners and operators are doing major and minor repairs to their boats. Walt Miner is having a complete overhaul of his dragger the *Coolidge II* after having completed a fairly successful hunting season. Walt won himself a 300 Savage Rifle, the award for winning the "Big Buck Contest" when he felled a buck weighing 174½ lbs.—The *Mary Ann* is at the CRPA shipyards where Augie Barcott is having major repairs made, involving stern post work, engine aligning and repairs to the bow.

The enthusiasm of Capt. Paul Lynn of the M/V CAPE BEVERLY for the Sperry Magnetic Compass Pilot is based on rugged experience. In her year and a half of fishing, he has made numerous trips with the pilot.

Capt. Lynn says, "For my money, there isn't another pilot on the market that will do the job like my Sperry Magnetic."

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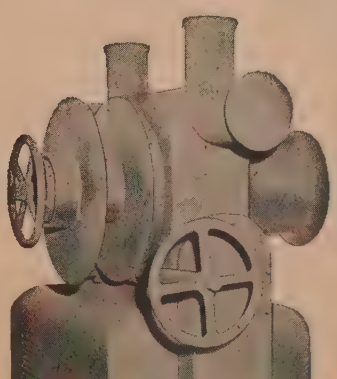

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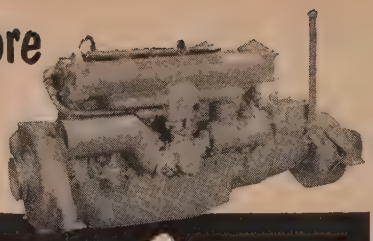

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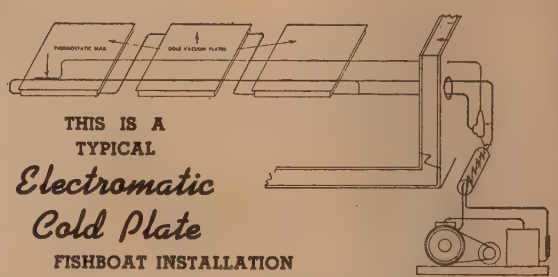

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*Capt. Mike Cavanee, in the hold, discharging a 5-ton catch of Albacore from his "Southwind," newly re-powered with a 60-hp. P & H diesel.*

## New Mill Pleases 'Southwind's" Skipper

"I think my new P&H diesel is one of the smoothest engines made," declared Skipper Mike Cavenee, as he paused in the hold of his Kettenburg-38 Albacore boat *Southwind,* unloading five tons of prime Longfin at Van Camp Sea Food Company's San Diego dock. Mike, who fishes out of San Diego, had just completed two strenuous trips down the Mexican coast, cruising more than halfway down the peninsula.

The first trip, right after Engine Sales & Service Company, Terminal Island had installed the 60-hp. P&H, saw the propulsion plant running 24 days, through such rough weather that four days had to be spent at anchorage. The second trip the P&H ran 23 days, with only two days out. For the first trip, total fuel consumption, including demands of a 5-hp. auxiliary diesel and an oil-burning stove, was 498 gals. Total running time on that cruise was around 300 hours.

***"Southwind" is a successful 38' Albacore boat, out of San Diego, repowered with a Model 387 P&H diesel, 60-hp. at 1400-rpm., and installed by Engine Sales & Service Co., Southern California P&H distributors, from its Terminal Island sales and service branch. Gus Walker, manager. Capt. Mike Cavanee, veteran commercial fisherman, the "Southwind's" owner with Ed Allen, his partner, recently unloaded five tons of Longfin tuna.***

"For full power cruising—and we made 475 miles the coast of Lower California before working the Albacore schools north—or for slow trolling speed, we found the P&H diesel thoroughly dependable and satisfactory in every way," said the skipper, whose partner and fishing pal is Ed Allen. The *Southwind* has 3:1 Twin Disc reduction, and the wheel is a Coolidge, 36" by 28".

Maritime interests generally along the California coast recently joined in mourning the late **Capt. William Crone,** who died in Eureka at the age of 71, terminating a lengthy illness.

For many years he and his wife, who died in April this year, operated the Requa Hotel at Requa, headquarters for both commercial and sports fishermen.

## "Jennie Jean" Joins San Francisco Fleet

Mario Tarantino, San Francisco, former skipper of the hook-and-liner *Cecilia IV* has purchased a 35' x 11' combination boat built by Genoa Boat Works, Fisherman's Wharf.

He has christened the new craft *Jennie Jean.* She is powered with a GM 6-71 diesel engine purchased from Hall-Young Co., along with a Columbian propeller and a Monel shaft, and Goodrich cutless bearing.

The craft will make 10-11 knots and will carry 8 tons of fish. She will sleep two in the fo'csle. Hardware for the boat came from Cincotta Bros. and Johnson & Joseph Co.


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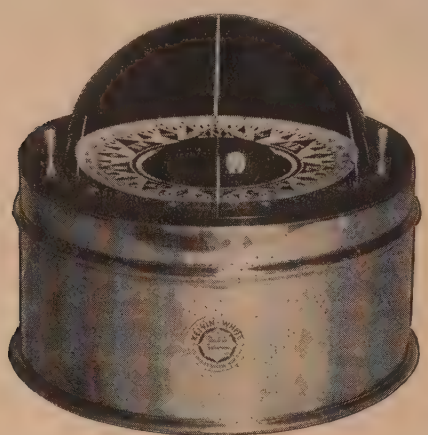

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# Ancient Clipper Founders in Gulf

The *Amor Da Patria* was the last of 1952's fishing boat losses. The 69-footer sank at the mouth of the Gulf of California, December 26. Capt. Eric Danielson and his crew returned to San Diego by plane. The skipper said the boat sank in 50 fathoms of water an hour after the port pump started leaking. The crew left the sinking boat in a speedboat and went ashore at La Paz. The skipper was an owner of the boat along with his two brothers.

The clipper was built in the same year as the *Atlantic,* which was also lost during December in Mexican waters.

### CHRISTMAS BRINGS 'EM BACK TO ASTORIA

Happily renewing friendships during the gay Holiday Season were the many friends of Oliver and Victoria Rosalia Weijola who visited Astoria after an absence of a year and a half. Oliver and Vicki are living in Long Beach, Calif., and both have been fishing Albacore the past season, with Oliver operating the *Ruth R.* During their trip north they visited friends and relatives in San Francisco and Eureka as well as Astoria. Their son, Merrill, who has been in the service for about three years, is presently stationed with the army in Japan.

Also back home for Christmas was George Moskovita who has been in San Pedro for the greater part of last year getting his new boat the *Joy M,* ready for operations this coming season. George reports that good progress is being made, but returned to San Pedro for another three months after which he planned to return to Astoria for bottom fishing.

Other visitors in Astoria were Mr. and Mrs. Ed. Berg of Seattle, who went all the way to Los Angeles for New Year's. Ed formerly fished with George Budinich on the *New Mexico,* but has had a "shore job" in Seattle for the past two years.

### EDDIE GOODRICH MOVES TO NEW HOME PORT

Eddie Goodrich returned to Astoria shortly before Christmas, from Eureka, where he has his boat *Lively,* having fished tuna down South this past season. Eddie's visit was but a short one, for he and his wife Virginia decided to make California their home and moved "bag and baggage," shortly before New Year's. Their many friends extend to them all best wishes for success in their new move and venture.

## *Photogenic Purse Seiners Get "Spot" in Movies*

Taking a screen test was a new experience for Captain Charlie Clarke of Nelson Bros. Fisheries, Vancouver, B. C., and several members of his crew of the seiner *Western Girl,* recently.

The reason was that Captain Clarke had been chosen as a representative and photogenic skipper to take part in a film being produced by the National Film Board.

Captain Clarke's eight man crew had to undergo the same test in order to make sure that their features were suitable to the cameramen. Apparently they all passed the test with colors flying. *Western Girl* was engaged in this photographic mission for about two weeks. The resulting film will be used for distribution as a documentary in line with the Film Board's purpose of highlighting the importance of typical Canadian industries.

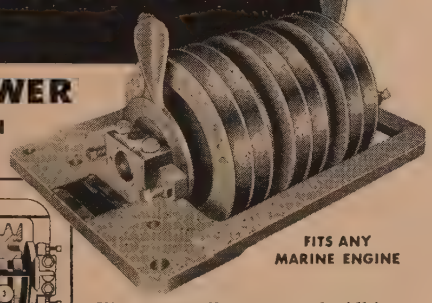
Captain Clarke is one of the best known high-line skippers on the coast. He is in charge of salmon seining for Nelson Bros. Fisheries.

### "GARNET" JOINS EUREKANS

Among new craft now making Eureka their home port is the *Garnet,* formerly of San Diego, owner Bruce C. Thompson. He expects to fish out of Crescent City a part of the time.


The New ALBINA DIRECT CONTROL POWER TAKE-OFF

Double Belt Model
Wt. 35 lbs.



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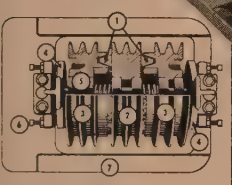

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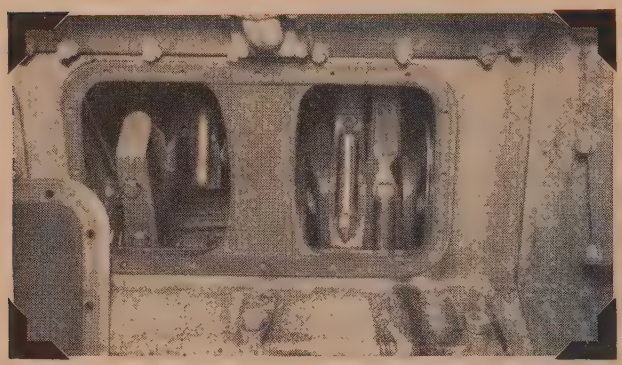
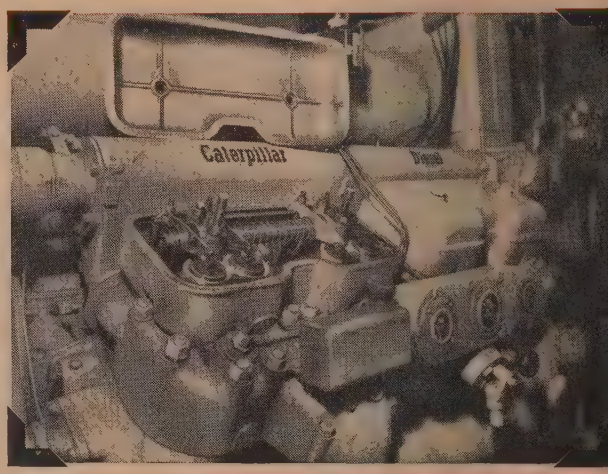
# STANDARD ENGINEER'S REPORT

DATA

| | |
|---|---|
| LUBRICANT | RPM Delo Oils |
| UNIT | Caterpillar D-375 diesel |
| SERVICE | Coastal fishing—bottom fish |
| CONDITIONS | Constant load |
| FIRM | A. Paladini, Inc. Fields Landing, Calif. |

# Heavy-duty engine clean after 4146 hours' work!

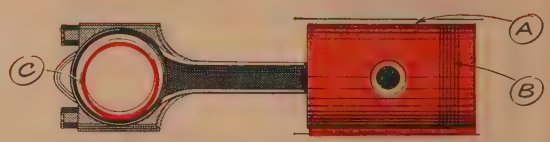





AFTER 4146 HOURS of steady work in the 270 H.P. supercharged diesel propulsion engine of the Catherine Paladini below, note how clean and free from deposits RPM DELO Supercharged—2 Lubricating Oil has kept parts. Crankcase drains and filter changes at 1500-hour intervals have shown no sludge, according to Axel Bjork, Skipper. He says, "The engine ran perfectly during the more than 4000 hours of tough work—if anything, it runs better now than at first."

THE 73-FOOT-LONG CATHERINE PALADINI has a 19.6 beam. She fishes from Oregon to San Francisco, bucks heavy seas and tides on trips that last from three days to over a week. Seas were exceptionally heavy during the past winter, giving her new engine an extra tough workout.

## How RPM DELO Oils keep engines clean and prevent wear

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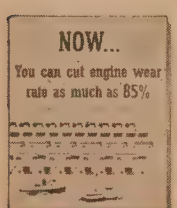


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## ddie Madruga Heads unaboat Cooperative

Edward X. Madruga, whose clipper the *Liberty,* is president of the merican Tunaboat Assn. for 1953. ne ATA is now a cooperative or- anization, formed of owners of tuna ippers, following the merger of the roup with the California Tuna Clip- rs Cooperative December 1.

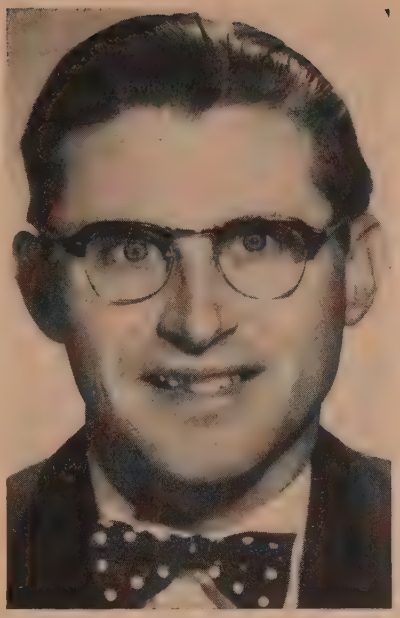
Harold Cary continues as general anager of ATA.

Board of directors for 1953 includ- l: M. O. Medina, Manuel Rosa, ank Madruga, Sam Crivello, George ampbell, James Shreve, Edward P. lva, Joseph S. Rogers, Frank Perry, verre Jangaard, Pete Szalinski, Art eFever, Joe Penacho, Edward X. adruga, George Soares, George Ala- eda, Harold Morgan Sr., Vernon rown, M. M. Medina, Joseph Ma- uga.

## air of Pants Helps ave Periled Troller

The 27' San Francisco troller *Laura* was towed into Monterey harbor the Coast Guard after drifting rough stormy seas for three days st month.

Capt. Paul Davidson, alone on oard, had painted a sign "Help" five et long and tacked it on the cabin id had a pair of pants flying from e mast. There is no radio on board e ship. Capt. Davidson told rescuers had run out of gas.



*Sverre Jangaard, owner and managing owner of several San Diego tuna clippers, served in 1952 as president of the California Tuna Clipper Cooperative, which recently merged with the American Tunaboat Association, continuing as a cooperative organization engaged in negotiating marketing contracts with tuna canneries in Southern California. He is a former Seattle halibut fisherman.*

## *Winter Storms Hinder Fishermen at Eureka*

A running series of heavy storms along the northern California coast during early and mid-December cut seriously into operations out of the ports of Eureka, Fort Bragg and Crescent City.

Dragboats were the only craft to operate during a large part of the period, with most smaller boats sticking close to port. Many of the latter took advantage of the storm season to get craft and gear into readiness for the winter crab season, which opened December 15.

However, bottom fish deliveries held up fairly well through most of December, with Dover sole still heading the list.

## *Dragger "Stephanie" Sinks In Crescent City Gale*

Victim of a fierce storm which lashed the northern California coast in early December, the dragboat *Stephanie* was sunk at Crescent City near Pelican Rock, in the outer harbor. The vessel had been operating this season for the Tom Lazio Fish Company, delivering both at Eureka and at Crescent City.

Captain Ignatius Pedrone and his four crewmen were aboard the craft when the gale struck and tore the boat loose from her moorings, driving her onto the rocks several hundred yards distant. All escaped as the vessel went down.

Efforts were underway soon after the storm cleared to raise the vessel.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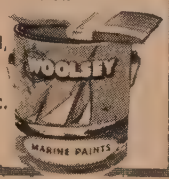

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### PANAMA RADIO NOTE

Of interest to fishing boats operating in Central America: Tropical Radio Telegraph Co., Panama, has announced that early in 1953 they will make available for ship-to-shore a higher frequency. 8804.4 Kcs. call letter HPC-33 will be used by the Panama Station and the ship's companion frequency will be 8255.2 Kcs. At the same time the lower frequency will be shifted from 2506 Kcs to 2566 Kcs. with call letters HPC-4 and the ship's companion frequency will remain the same. Both frequencies will use 1500 to 2000 watts.

Emmadell out of San Diego is being outfitted to fish shrimp in South America. Seaside Supply Stores has sold the owners a semi-balloon shrimp net and a Whitey winch.

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# olumbia Gillnet nion Forms Nine istrict Locals

Re-organization into nine area als was approved by a six to one jority of members of the Columbia ver Fishermen's Protective Union.

The nine new districts are subject to undary changes by the new board directors. Each local meets to ose a board member and alternate, d that the complete organization uld be effected by the end of nuary.

The district divisions, which may changed by the board, beginning river as far as the gillnetters are ganized, are: 1, Vancouver, Corbett, loma, Bridal Veil (Cape Horn), shers; 2, St. Helens, Ridgefield; 3, inier, Kalama, Carrols, Goble; 4, atskanie, Wallace, Oak Point, May-, Stella; 5, Cathlamet, Puget and, Wauna, Skamokawa; 6, Al-na, Brookfield, Pillar Rock, selle, Deep River; 7, Clifton, ownsmead, Svensen; 8, Astoria tions; and 9, Ilwaco, Chinook and rth Shore.

The CRFPU members voted, by six one, to continue dues at $30 a year, yable in May. By a lesser majority, o and a half to one, the gillnetters approved dues' payment in cash, with no cannery authorizations to be accepted. Members operating on the lower river will pay an annual snag fee of $8, the ballot showing a five to one majority on this measure. The union owns a snag scow for clearing the estuary area.

Two to one votes approved a 60-day organizational drive, with all dues payable during this period; and a $100 fine for members fishing during a strike or convicted by court and fishing during a closed season.

Two-year terms for secretary and vice-president, beginning with the coming calendar year, were approved by four to one votes of the union members.

Roy Takalo of Brownsmead, was named to a one-year term as president of the independent gillnetters. Other officers elected were Ray Holtgrieve, Bridal Veil, vice-president, two years; Robert J. Hicks, Wauna, executive secretary, two years; Albert Kronen, Astoria, treasurer, one year.

Charles F. Henne, Tidewater, and Thomas Jorgenson, Astoria, were elected to one-year terms on the union's legislative committee.

### EUREKA GAINS "NORDWYER"

James F. Huntsucker, formerly of Sitka, Alaska, recently brought his boat *Nordwyer* to Eureka, now registered as the vessels home port.


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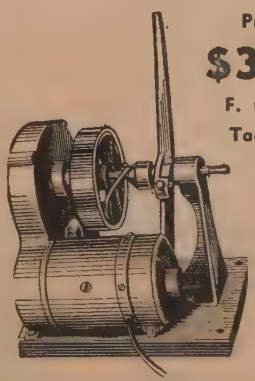

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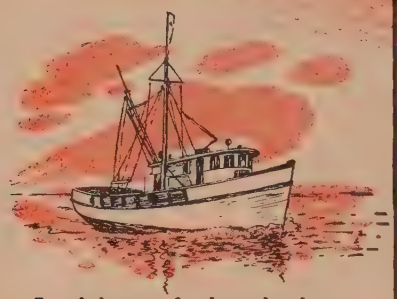

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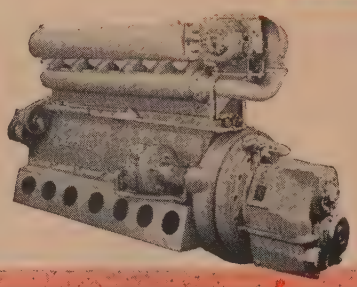
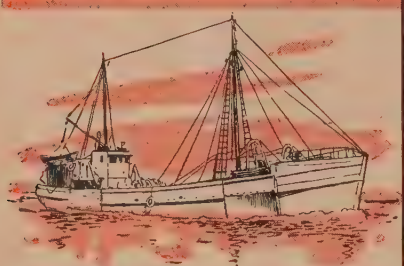


**Model DMM-36**
(with reverse reduction gear)

Enterprise M Series Diesels are built in 3, 4 and 6 cylinder models, 8″ bore x 10″ stroke. Turbocharging is available on 6 cylinder engine, as shown at left. Ratings in this series range from 68–400 HP at 450–800 RPM.



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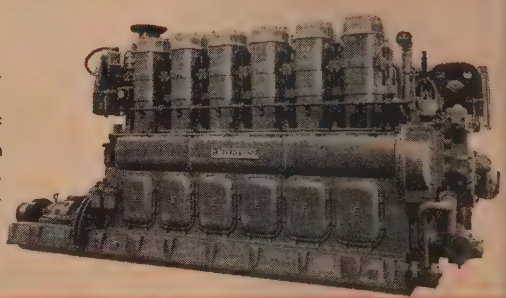
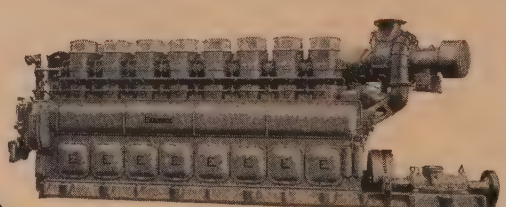


**For draggers, tuna clippers, fishery explorers, refrigerated carriers, whalers and other larger fishing craft.**



**Model DMQ-38**

Largest in the Enterprise line, Series Q Diesels are built in 6 and 8 cylinder models, 16″ bore x 20″ stroke, normally aspirated and turbocharged. Conservatively rated 647–2056 HP at 250–375 RPM.

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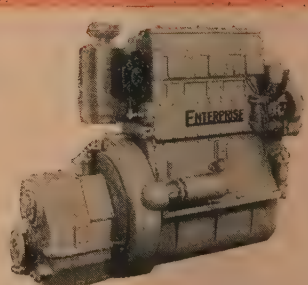
Compact, with a low weight to HP ratio, the Enterprise DMM-3 shown here offers exceptional performance for main propulsion in small craft or for AC or DC electric service where required. DMM-3 is rated at 68–130 HP at 450–800 RPM. KW rating: 45 to 80 in the DSM-3.

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# DRAGGING DEEP

## Off the Central Oregon and Washington Coasts

By DAYTON L. ALVERSON
U.S. Fish and Wildlife Service

In a continuation of the program egun in the summer of 1951, the J.S. Fish and Wildlife Service's ex- loratory fishing vessel *John N. Cobb* nade a six-week deep-water trawl ex- loration off the coasts of Oregon nd Washington, Aug. 26 to Oct. 3, 952. The objectives of the investi- ation were:

(1) to ascertain the availability nd the abundance of marine bottom ishes in the deep waters adjacent to, ut beyond, the present commercial ishing grounds of the otter-trawl leet;

(2) to determine the commercial arieties of fishes inhabiting these eeper waters; and

(3) to gain information regarding echnical problems involved in hand- ng fishing gear in deep-water trawl ork.

Exploratory fishing was conducted ff the coast of Oregon between lati- udes 44° 47' N. and 45° 21' N. and ff the coast of Washington between latitudes 47° 22' N. and 47° 41' N. These areas roughly correspond to the waters between Cape Foulweather and Cape Lookout, Oregon, and between Cape Elizabeth and Destruction Island, Washington. The vessel left Seattle, August 25 and spent nearly four weeks until Sept. 19, working off the Oregon coast. The remainder of the trip, from Sept. 20 through Oct. 2, was spent investigating waters off the Washington coast. During the cruise a total of 48 otter-trawl drags were made at depths ranging from 100 to 400 fathoms.

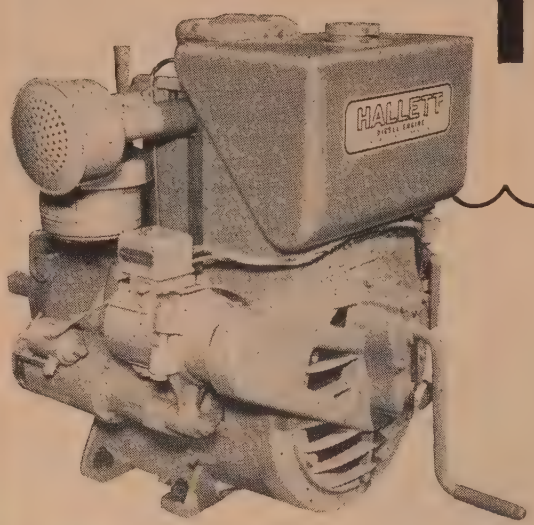
### *The Area Explored*

Two detailed charts accompanying show the geographical areas explored and depict the general bottom topography of these regions.

The area explored off the Oregon coast, measured approximately 35 miles north and south, and extended nearly 40 miles offshore. The continental slope in this region is relatively gentle, having an average gradient of about 2%. The width of the slope between the 100 and 500-fathom contour lines varies between 20 and 30 miles and a number of terraces, ridges, and hills exist along its edge. Bottom samples from this region were predominately mud. However, gravel and rock were found in a few localized areas. The bottom dragged was mostly free of obstructions and suitable for trawl work.

The area investigated off the Washington coast measured 19 miles north and south and extended 35 miles seaward. The slope characteristic in this region was somewhat steeper, with the average width between the 100 and 400-fathom contour lines being only 10 miles. Dragging bottom between 100 and 300 fathoms was poor and a number of snags were encountered between these depths. Below 300 fathoms a small terraced region was located which was found free of obstructions and suitable for dragging. Bottom samples from the

# rugged

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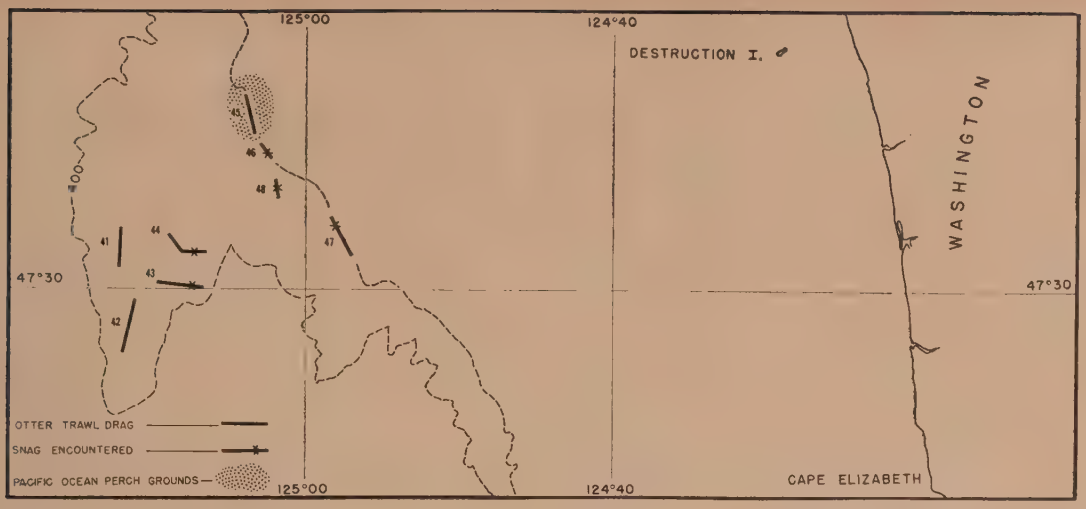



Washington area yielded mud and some rock.

## Methods and Gear Used

In planning the general geographical regions to be explored and the depths to be fished, members of the fishing industry were consulted for their suggestions and opinions regarding the proposed program. Fishermen familiar with the trawl fishing grounds along the Oregon and the Washington coasts assisted in laying out the desirable areas to be investigated. Following this procedure minimized the overlapping of areas to be explored with those already under exploitation by the otter-trawl fleet.

Trawling methods used were similar to those commonly employed by Pacific Northwest otter-trawl boats. The net was set from the stern of the vessel and picked up on the starboard side. Catches were placed into deck bins of known cubic volume; and the total weight of the fish could be estimated by the occupied volume. Various conversion factors (volume to weight) used for the several dominant species were obtained from data supplied by Seattle fish dealers.

Drags were made for a period of one or two hours, depending on the depth and type of bottom. Generally the deeper drags were towed for two hours to save the considerable time needed for setting and hauling of gear from these depths. The positions of all drags were determined from loran readings, which were taken after the net had been completely set and at the moment hauling of the gear began.

All exploratory drags were made with a standard 400-mesh Western trawl similar to the commercial trawl nets in use in the Pacific Northwest. Seven 8" diameter spherical aluminum floats were fished on the headrope of the trawl, three on each wing of the net and four across the throat of the net. The four floats fished across the throat of the net were the "plane-type", having a lifting collar around the lower portion of the sphere.

## General Results of Tests

Detailed results of all exploratory drags have been charted and are diagramatically illustrated in figures 1 and 2 which also include areas of special fishing interest, snags, and bottom contour lines. For best results in plotting these drags readers are referred to U.S. Coast and Geodetic Chart No. 6002, Columbia River to Destruction Island, and No. 5902, Yaquina Head to Columbia River.

Three commercially utilized species of fish, Dover sole, sablefish, and Pacific Ocean perch, dominated the catches from deep-water drags. Dover sole and Pacific Ocean perch were taken in fair quantities between 100 and 225 fathoms, while sablefish were taken somewhat deeper. The shaded areas shown on figures 1 and 2 for sablefish and Pacific Ocean perch indicate regions in which catches of 500 lbs. per hour or greater were taken. Regions shaded for mixed Dover sole and Pacific Ocean perch show areas in which yields of 500 lbs. per hour or greater were taken for each species.

## Dover and Perch Mixed

*Dover Sole* taken off the Oregon coast were generally found mixed with catches of Pacific Ocean perch. In referring to the sketches it will be noted that the best catches of this fish were taken west of Cascade Head, Oregon, at depths from 200 to 242 fathoms. Fair catches of Dover sole were also made west of Siletz Bay, Oregon, in 120 to 122 fathoms. Samples of Dover sole taken from the area west of Cascade Head averaged 15" in length with the sex ratio of males to females approximately equal. For best Dover sole catches see drags 13, 16-19, and 21.

*Sablefish* were taken in small quantities over the entire depth range fished. However, the fish taken from depths below 250 fathoms were usually small and had a soft flesh texture. Drag No. 10 in 300 to 304 fathoms, west of Cascade Head, Oregon, produced 1,000 pounds of sablefish, but only 65% of the fish were of marketable size. Fish taken from depths between 100 and 200 fathoms appeared in good shape and averaged from 7 to 9 lbs. in weight.

*Pacific Ocean perch* were found to be the most abundant fish caught during the 1952 deep-water trawl investigation. This species was common in catches made at depths from 100 to 240 fathoms, the best catches being made between 120 and 230 fathoms. Below 250 fathoms the fish were seldom taken. Good catches of Pacific Ocean perch were made off the Oregon coast between Nestucca Bay south to Cape Foulweather. Drag 39, although not shaded on the chart, produced a good show of this species, but the pursing line broke and the catch was lost. A fair catch of this fish was also made southwest of Destruction Island, Washington, in 100 fathoms.

Practically all of the Pacific ocean perch taken off the Oregon and the Washington coasts were of commercially acceptable size, and of several hundred fish examined, no immature specimen was noted. For best Pacific ocean perch catches see drags 13, 16-19, 21-23, 30 and 45.

## Other Fish Taken

English sole, petrale sole, lingcod, and the varieties of black rockfish taken by trawlers fishing the continental shelf were almost entirely absent from catches made below 100 fathoms. Rex sole, arrow-toothed flounder (turbot), slender sole, hake, and many species of red rockfish were common in deep-water hauls. Trash fish, such as hake and several varieties of skates, were taken in the majority of the drags. However, they generally represented only a small percentage of the total catch.

Complete details of each drag will soon be available from the U.S. Fish and Wildlife Service, 2725 Montlake Boulevard, Seattle, Wash.

# Sharper Quality Distinctions Disclosed by 2nd Tuna Cutting

In the words of Dr. Sven Lassen, chairman of the Second Tuna Cutting, the 1952 event held in December was characterized by "sharper distinctions between excellent quality and good and poor quality."

One hundred and sixty-four samples of canned tuna from 22 canneries, repersenting a cross section of the 1952 pack, were cut. Duplicate cans were examined and analyzed in laboratory according to tentative methods developed for the forthcoming Food and Drug Tuna Standards.

At the luncheon in Long Beach, Calif., which followed the morning cutting, the following results, officially tabulated by a scoring committee, were announced by the various pack chairmen:

Albacore, hand pack, high 92, low 54, average 74.7. For Albacore, solid, machine pack, high 94.5 low 51.5, average 76.1.

Yellowfin, hand pack, solid: 93, 62; 78.8 average.

Yellowfin, solid, machine: 93, 52; 74 average.

Skipjack, solid, machine: 92.5; 45; 69.8 average.

Bluefin, solid, machine: 82.5: 80; 81.5 average.

Bluefin, standard: 91; 63; 75.5 average.

Tonno (six cans) 94.6; 67; 83.7 average.

Chunk: Albacore (13 cans): 90; 52; 73.2 average. Yellowfin (14 cans): 98.5; 53.5; 8.5 average. Skipjack, (13 cans): 92.5, 61.5; 74.1 average.

Grated: Albacore (16 cans): 95.5; 55.7; 73.5 average; Yellowfin (18 cans): 89; 38.5; 72 average; Skipjack (11 cans); 92.5; 55; 69.6 average; Bluefin (4 cans): 97; 72; 83.8 average.

In the sheets provided the judges, two new categories were added for rating in 1952. Under QUALITY, the designation "Flavor" was added, with space for good, fair or poor ratings.

Under the analytical scoring, which was handled by laboratory examination, consideration of the fill of the container and salt content were new this year. The former analysis was made through (1) a check of the press weight plus aqueous solution; and (2) by acetone insoluble solids method.

Net weight was considered to be the weight of the total content of the can. Weight of the pressed fish represented the amount of fish remaining after substantially all of the water and oil was removed by subjecting the sample to high pressure in a specially designed apparatus. Drained and pressed liquor was considered to be the oil and water which were removed and collected in the drained-weight and pressed fish weight determinations. This was allowed to separate the water and oil layers for the measurement of the amounts of each liquid.

The percent of total weight retained by each screen size, in the laboratory analysis, was the ratio of the weight of pieces held on each screen size to the sum of the weights retained on all the screens, times 1

For the cutting, acetone insoluble solids were defined as the fish solids which are not soluble in acetone and consist mainly of protein.

The rating results of laboratory analysis of each can cut counted points in the total of 100.

Each judge was given a printed suggestion for judging, outlining appearance (specifically covering solid chunk and grated), cleaning, flavor, color, texture, flavor, oil and odor.

General committee for the Second Tuna Cutting consisted of Dr. Lassen, chairman; Dr. J. Russell Esty; D Lionel Farber, Robert Pedersen; H. Clark, C. B. Hackney; Bill Hamm C. B. Stevenson; and Don White. The cutting was sponsored by the California Fish Canners Association and at the luncheon, R. H. Beaton, executive vice president and general manager of the association, presided.

Judges of the solid packs included Chuck Eaton; Yube Ostoich; Mr June Howland, T. D. Sanford, B Hartley, M. D. Marsh, Mrs. A toinette Vlahlov; Jack Kramer, Ha old Clary, Walter Gillis, A. L. De mond, George Wilkinson, O. Hara, K. Bacon, Jack Gorby, L. T. Bra bury, John Goss, Manuel Casen Louie Bogdanovich; Joe Mardesic Mrs. Helen Droskovich and D. Car

Judges for chunk and grated were Jim DeSilva, Walter Forbes, Ada Reid, Roger Gatlin, Mrs. Kate Mard sich, Paul Hedrick, Bill Hamm, Jam Barry, Joe M. Bogdanovich, W. Atkinson, Y. Sakimoto, Bud Hollan Chris Mardesich, C. S. Yeomans, D Arthur, Larry Kaner, John Xitc Jules Roeland, Joe Boggio, Hen Abts, A. F. Trutanich, Roy Rous W. J. Grinnan, D. Hoffnagle, Domin Sardisco, Ed Chapman, and V. Evich.

The scoring committee included D Lionel Farber of the Hooper Founda tion; Bob Ferrin, American Can Co George Courtney, Van Camp Labora tory; Frank Lamb, National Canne Association; Frank Perrin, researc department, Continental Can Co Howard Dunn, Van Camp Laboratory and Rudy Redeen.

After the first cans were cut an judged, an additional can was opene and placed next to each plate cut tuna on each table. Then mem bers of the industry not on the judg ing committees were invited to i

# Clarifying Status of Foreign Fish Carriers in U. S. Ports

A foreign vessel acting as a fish carrier and picking-up a cargo of fish at sea from a fishing vessel may land that cargo in the United States only if it has first been landed in a foreign port and then reloaded.

This is a Bureau of Customs interpretation asked for by William C. Herrington, special assistant for fisheries in the Department of State, who posed a series of questions to the Bureau in order definitely to clarify several points.

Such a foreign carrier may not land her cargo in the United States if she has merely entered foreign waters. *She must discharge and reload.* The port in which this is done may be in any country other than the United States, and need not necessarily be that of the vessel's own registry.

The ruling cited applies to all fish and products processed from them, including canned fish.

*It is perhaps significant that Mr. Herrington did not ask regarding, nor did the Bureau of Customs refer to, the situation which might arise in case an American refrigerated carrier were to load on the high seas fish taken by fishing vessels of a foreign flag, subsequently delivering them in this country.*

# Expert Judges at the Second Tuna Cutting

*op panel, from left: E. K. Bacon, John Goss, Jack Gorby, L. T. Bradbury, Roy Roush, Manuel Cesena and arold Clary.*

*econd panel: Dominic Sardisco, D. Hoffnagle, Ed Chapman, V. J. Evich, Mel Marsh, and Bruce Broadwell.*

*hird panel: W. H. Gillis, Sr., George Wilkinson, James R. Barry and Yasushi Sakimoto.*

*ottom panel: Yube Ostoich, Chuck Eaton, June Howland, D. Carr, Louis Bogdanovich, Mrs. Helen Draskoch, Manuel Casena and, with bent head, Joe Mardesich.*

ect the tuna and appraise the scorg placed at each can.

The code of each can cut was given, ter the judging, in a sealed enlope, to a responsible party from ch cannery represented in the cutng.

A few cans of Peruvian and Japése tuna were cut, but not judged. Labels were left on such cans to identify their country of origin.

At the luncheon Mr. Beaton introduced guests of honor, including Milton P. Duffy, chief of the Bureau of Food and Drug Inspection of the State of California, and various supervising inspectors of the Bureau. He paid tribute to the work of Mr. Lamb and Mr. White of the National Canners Assn. in connection with the cutting, and to Dr. Farber.

Dr. W. M. Chapman, American Tunaboat Assn., gave the luncheon address in which he summarized the year of 1952 for the tuna fleet and the hopes for progress in such matters as artificial bait in 1953.

## *Any Stream Mouth Closed to Fishing*

In an opinion handed down in December Federal Judge George W. Folta indicated that fishermen may be convicted of fishing illegally within 500 yards of salmon stream mouths whether or not these closed areas are marked. Fish and Wildlife officials said the judge's ruling should be a big help in enforcement work.

In a District Court trial resulting from appeal of a commissioner's court decision, Judge Folta found seine skipper Cyrus Peck and four crewmen aboard the seiner *U and I* guilty of fishing in a closed area off a Hood Bay stream last September.

The judge said that in this particular case, the Fish and Wildlife craft *Pelican,* anchored about 500 yards off the stream mouth, was a sufficient marker. But he also commented on a belated brief in which government attorneys contended that even in the absence of markers, the fishing would have been prohibited by Section 102.14 of fishery regulations. The judge said:

"It may be that this regulation may be upheld as a valid exercise of power . . . but in view of the conclusion reached it is unnecessary to pass on this contention."

William L. Paul Jr., attorney for the fishermen, said he will appeal the case further. Peck has been fined $400 and the crewmen $200 each.

Paul contends that a White Fisheries Act provision requires that the Secretary of the Interior mark each stream, while the Fish and Wildlife Service chooses instead to apply the regulation 102.14, containing no such requirement.

## *Harley Knox Named To Calif. Commission*

Harley E. Knox, former mayor of San Diego and member of Governor Warren's commission on organized crime, has been appointed by the governor to the California Fish and Game Commission.

He replaces Harvey E. Hastain, Brawley, whose term expired last year.

Mr. Knox is a past president of the League of California Cities. An Army veteran of World War 1, Mr. Knox has been in the dairy business since 1919. He will serve on the five-man commission without pay for a six-year term.

## *Can Coolers Shipped To Venezuelan Plant*

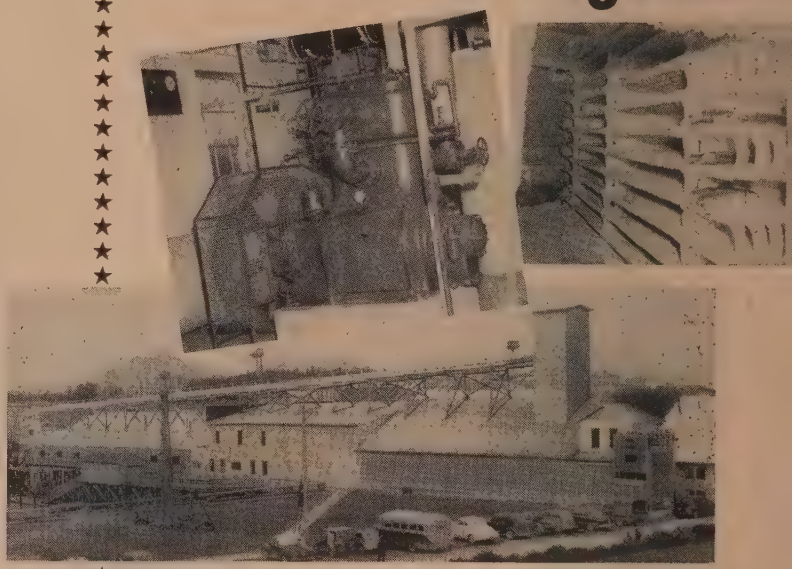
Universal Canning Machinery Co., Pacific Grove, Calif., of which Ray Bentley, noted cannery machinery builder and inventor is president, has recently shipped six Bentley can coolers, 6 x 28, through Food Machinery Corporation, to Venezuela.


at the

SITKA *Cold Storage* COMPANY

in Sitka, Alaska...

it's VILTER Again!



● The fish come big—some weighing as much as 90 pounds—in Sitka. During the season, the Sitka Cold Storage Company keeps seven shelf rooms busy freezing fish. Each room can freeze its quota of Halibut in 20 hours. Allowing four hours for loading and unloading, Sitka is able to freeze each room each day of the week.

A Vilter booster compressor handles the sharp freezing load. The freezing shelves are simple pipe coils and galvanized sheet metal pans on a liquid circulating system, using a pump to circulate the ammonia through the coils. A can ice plant is also a part of the Sitka operation.

Vilter refrigeration is helping to freeze and store fish from Alaska to Africa—from Norway to Japan. Vilter users know that a Vilter refrigeration installation will be properly engineered, and will run at lower operating costs with less upkeep. And owners of Vilter equipment know that they get the unfailing dependability that they must have when they use Vilter Refrigeration.

*Installed and Sold By W. E. Stone & Co., Inc., Seattle, Wash.*

**Write for Bulletin No. 223, Vilter Blast Freezing.**

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FOOD FISH MARKETING
ection of PACIFIC FISHERMAN--

*News and Views of National Trade in Fish and Shellfish*

February 1953

# 2,000,000 Cases of Tuna On Hand as 1953 Opens

Southern California tuna packers ntered 1953 with an estimated 2,000,-00 cases of the canned product in rst hands. In view of conditions ex-ting as the new year began, this mount might be considered inade-uate to carry the producers until the ew crop began to be harvested.

In the first place, tuna-fishing con-itions were poor everywhere along he "tuna trails" to South America. While some 65% of the tuna-clipper eet was at sea when January 1 ame, this was not considered to rep-esent much more than 15,000 tons, r 600,000 cases.

Packers reported canned tuna was oving briskly; in fact faster than ew goods were being packed. Whole-ale prices, f.o.b. Pacific terminals, ere firming. White Meat, fancy, ad-ertised brands were quoted $16.00; ight Meat, fancy, at $14.75.

Just how much canned tuna was sold in 1952 was hard to determine, but according to sales experts it was probably better than 9,000,000 cases. Imports of raw and canned tuna and tuna-like fishes exceeded 2,000,000 cases.

On January 1 the American Tuna-boat Association officially became a cooperative, with marketing privileges. In early December it entered negotiations with packers looking for a 1953 contract calling for some revision in the raw-price scale, guarantees as to tonnages and trips during the year, immediately unloading, and other provisions. By presstime no settlement had been reached with any cannery. The ATA represented about 80% of the hook-and-line tonnage, outside of Albacore. Result of this could be to hold down the raw receipts in any volume to late spring, or even beyond.

# Pinks and Chums Firmed By Failure in Sardines

Salmon sellers swung into 1953 ith more zest than has marked their anuary thinking for several years ack. This confidence was not alto-ether reflected throughout the trade t the time—but it was confidence orn of being close to the picture, in ouch with the facts, and a sense of rowing soundness in the salmon mar-et.

They were talking and thinking bout their National Canned Salmon Veek, billed for Feb. 18-25, and bout how they could cash-in on its timulating effect. They sensed the trength which Chums and Pinks de-ve from the California sardine ailure.

Travellers returning to the Pacific oast after the holidays said that ome element in the trade still showed lack of confidence in the market as esult of the wide price variations of ie earlier selling season, the de-moralizing practices of some buying agencies, and over-estimation of the amount of Canadian salmon likely to enter the United States.

Ability of the primary market factor, with his closer viewpoint, to appraise these points more accurately was counted as the cause of his greater confidence.

So much for generalities. Now what about specific market factors?

## *Imports Not Onerous*

O. K. Take imports. Best available advice at presstime indicated full cases of Canadian salmon entering the United States to Dec. 31 were in the neighborhood of 165,000 cases. The movement seemed to have slowed. Certainly there wasn't anything very attractive to the Canadians even at the firmer price of Pinks, and it was a cinch they weren't anxious to sell at anything less than $20—not and take their pay in subject-to-discount American bucks.

What about Reds? Talls are priced all the way from $27 to $30 in $1 gradations. They are still to be had rather *widely* at $27, but that seems due to the fact that the goods still priced at that level are available to a lot of sales offices. In other words, the quantity of $27 Red talls may be a lot smaller than it looks — spread *widely*, but *thin*.

Red halves really are scarce. Sockele halves are worse than that. Some forehanded merchandiser bought-up a big part of the pack for his featured brand. The $19 price looks like a bargain for the balance.

## *$20 Pinks "Firm Reality"*

Right at presstime we asked one of the largest factors in the business if the $20 price of Pinks is "a reality." His reply: "A *firm* reality." There were a few cases still offered at $19 at that time, but it would have been easy to get a bet that they'd be gone by the time these words could be read in type.

Medium Reds were variously priced on the basis of quality. The pack was substantial and as usual it was marked by wide range in quality. Figures reflected this. You could get some Cohoes at the price of Pinks, and even the best of them are priced attractively not far above that level.

## *Sardine Lack Helps Chums*

Chums stay steady at $16, and benefit from the leverage applied by a $4 differential under the price of Pinks. When there's that much difference in the two lowest-priced varieties of salmon it's a sure bet that many buyers are going to find that it's to their advantage to take Chums.

Salmon sellers are beginning to appreciate the strength which Chums have derived from the California sardine failure. While it is true that a big mackerel pack has offset this to some extent, Chum salmon constitute the main canned fish item available to the low-income consumers.

When you consider that the California sardine production this year was less than 75,000 cases, compared with 2,298,000 cases last year, and a postwar average of 3,300,000 cases, it is easy to see that Chum salmon stands in a favorable demand position.

# The BUYERS' CORNER

## Institutional Canned Fish Packs, Packages and Prices

Institutional packs of canned salmon—and canned tuna, too—are a very real factor, and becoming more so, in the national supply of these commodities.

Although 2-lb. tins—which used to be called "nominals" a number of years ago—still crop-up occasionally in the price lists; but most of the institutional packs now go into 4-lb. flat cans, packed 12 to a case.

Early in the year these goods were priced per case very close to the general quotation on 1-lb. tins; the specialty character of the product tending to offset any tendency to price the large units lower.

In January one broker with a broader selection of institutional items than most was quoting 12/4 salmon as follows:

Alaska Reds, $28; Alaska Pinks, $19.50; Medium Reds, $21; Chums, $17.50.

Few items are as firmly established in the institutional size can as hard-shell clams. This item is No. 10 tins as chowder stock is a stand-by, and accounts for a very substantial portion of the Pacific Coast pack of hard-shell clams. The clams are offered in No. 10 tins either whole or coarsely minced for chowder, and find their market principally in the restaurants.

*Easy to Remember!* *Easier to Sell!*
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**727 W. 7th, Los Angeles MA-69291**
*Exclusive Sales Agents for*
**California Marine Curing & Packing Co.**
*Tuna—Sardines—Mackerel*

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**CANNED and FROZEN FISH**
*See you in Chicago*
Our Convention Headquarters
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***Pan-Pacific Fisheries, Inc., Terminal Island, has decided to make "Lucky Strike" its top canned-tuna label, producing it in both fancy and chunk-style. Its distribution is being rapidly expanded, according to Ed Champan, Jr., sales manager.***

### *Leo White Recovers*

Leo White, vice president of the Oceanic Sales Co., Seattle primary marketers of canned salmon and other seafoods, was returning to his office on a restricted schedule at presstime of this issue, following a rather severe illness in December. He was definitely on the mend, but committed to a restricted business program for an indefinite period.

## SEATTLE MARKET

**Prices openly quoted at presstime January, per case, f.o.b. Pacific terminal**

SALMON—

| | Price |
|---|---|
| Red talls | $27-30 |
| Red talls | $26† |
| Red halves | $17.50- |
| Red halves | $15† |
| Medium Red talls | $20-21 |
| Medium Red halves | $11.50- |
| Pink talls | $19*-20 |
| Chum talls | $15**-1 |
| Puget Sockeye halves | $19-20 |
| Chinook, fancy halves | $20-23 |
| Chinook, choice, halves | $16 |

CRAB—

| | |
|---|---|
| King, std. halves | $32 |
| King, std. halves 24 | $16 |
| Pacific, tuna halves 24 | $12.25 |
| Pacific, std. halves 24 | $13.25 |

†Packed from frozen fish.
*Quantity nominal, probably exhaust by publication date.
**Fall pack; quantity small.

**A QUALITY CANNED SALMON FAMILY UNDER ONE LABEL—FOR EASIER MERCHANDISING**

*. . . the label backed by* ***ADVERTISING*** *and a planned* ***PROMOTION***

WHITNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHINGTON

## una-and-Noodles Now eing Packed in Glass

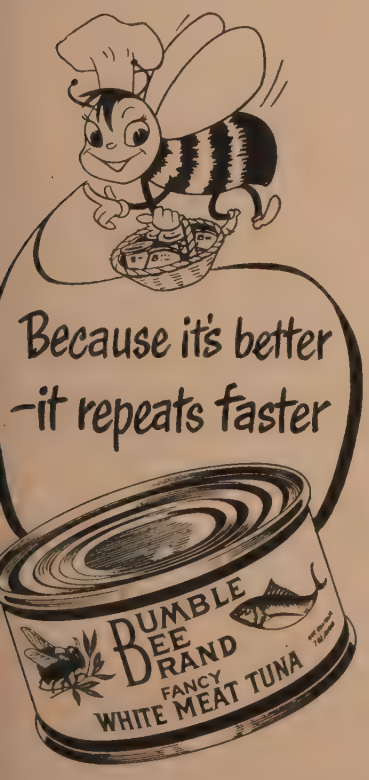
Horgan Packing Co., Astoria, this nter started packed tuna and odles in pint glass jars, adding this lume item to the line of crab, ster and shrimp cocktails which it s been packing at a plant mid-way tween Astoria and Warrenton, Ore. Head of the company is E. E. Hor-n, who has been connected with e fish business on the Columbia ver for a number of years with veral concerns, including Paragon cking Co. and the Sebastian-Stuart sh Co.

Other principals in the company clude Lee Risbel, vice-president; seph Holmes, secretary; Robert o p p e l l, superintendent; and Ed nss, foreman.

Initial production was reported as 0 cases per day, with 30 persons nployed. Program calls for gradual ep-up in operations until output of 000 cases per day is reached.

## osse Enlarges Staff

Fred A. Gosse, head of F. A. Gosse ., Seattle salmon distributors, in nuary announced that William Hus-nd and Dwight Hill, both broadly perienced in the field of canned ods sales, had joined his staff.



COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

## Californians at Chicago—WHO and WHERE

Southern California fish packers' representatives, with hotels at the Chicago NCA and NFBA conventions:

*California Marine Curing & Packing Company,* Congress Hotel—Max J. Gorby, James R. Barry, M. O. Covington and H. A. Garbanati.

*Franco-Italian Packing Corporation,* Conrad Hilton Hotel—Joseph M. Mardesich and Henry W. Abts.

*French Sardine Company,* Conrad Hilton, Room 1206—Joseph J. Bogdanovich, J. G. Scharer, Walter Brewer, Yube Ostoich, Tom Virgil, Julie Bescos, John P. Tripps, Frank Flaherty and J. K. Lowden.

*Pan-Pacific Fisheries, Inc.,* Sherman Hotel—Gerald "Red" Cigliano and Ed W. Chapman, Jr.

*South Coast Fisheries, Inc.,* Conrad Hilton—James S. DeSilva.

*Southern California Fish Corporation,* Conrad Hilton, Room 2241-42—Larry W. Holland, Larry C. Holland and Harold Mansie.

*Van Camp Sea Food Company, Inc.,* Conrad Hilton, Room 2412-A—R. P. Harper, W. J. Grinnan, Gilbert Van Camp, Jr., Clarence Harris, Lewis Brown, Gordon Curtis, M a l c o l m Goldie, Dr. Ernest Gieger, R. G. Wayne, Maurice Lifson, C. A. Chartrand, James P. Smyth and W. W. Wisdom.

*Coast Fisheries,* division of Quaker Oats Company, Conrad Hilton, Room 2106—J. R. Biven, J. S. Williams, W. Shay, R. E. Hilts and W. K. Davidson.

*South Pacific Canning Company,* Conrad Hilton, Suite 2260 — Mel D. Marsh, Ted A. Halfhill and James T. Jensen.

*West Coast Packing Corporation,* Conrad Hilton, Room 1519-20—Al Vignola, Jr., and L. T. "Mike" Bradbury.

*Westgate-Sun Harbor Company,* Conrad Hilton, Room 1105-06—James B. Lane, Harold P. Requa, Larry Kaner, Jack Buchanan and Wesley D. Palmer.

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CANNED SALMON
A Dependable Source
Particularly Buyers Labels
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GAVIN BROS INC.
COLMAN BLDG. SEATTLE 4.
CANNED SALMON, TUNA, CRABMEAT

## Southern California Canned Fish Markets

**Quoted F.O.B. Pacific Terminals at Press-time.**

| | |
|---|---|
| TUNA— | |
| Advertised Brands: | |
| White Meat, Fancy | $16.00 |
| White Meat, Chunks | $13.50 |
| Light Meat, Fancy | $14.75 |
| Light Meat, Chunks | $13.00 to $13.50 |
| Light Meat, Grated | $10.00 |
| Private Label: | |
| White Meat, Fancy | $14.50 to $15.00 |
| Light Meat, Fancy | $13.00 to $13.50 |
| Light Meat, Chunks | $11.50 to $12.00 |
| Light Meat, Grated | $ 9.00 |
| D. & L. | $ 8.00 |
| MACKEREL— | |
| Pacific, Talls, nat | $ 8.00 |
| Jack, Talls, nat | $ 7.50 |
| SARDINES— | |
| *Ovals, t/2 | $ 9.25 |

*Average ceiling price. No canned sardines offered.

## Arthur McGovern Ill

Arthur McGovern of the firm of McGovern & McGovern, Seattle salmon brokers, suffered a mild heart attack about the first of the year. His brother, E. B. McGovern, proprietor of the company, reported that he was making satisfactory progress toward full recovery, but would be on a somewhat limited schedule for a time.

*"Packed with the Wiggle in its tail"*
NEW ENGLAND FISH CO.
Seattle, Wash.
*Since 1868*
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

## Anchovies Are Cleared For Philippines Trade

California anchovy packers may now ship anchovies to the Philippines again, after a halt was brought in November by the U. S. Food & Drug Administration.

Shipments of anchovies may now be made, provided the fish is packed "sardine style." The labels may, but need not, read "Packed Sardine Style."

About 20,000 cases of anchovies will have to be re-labelled or the word "anchovies" stamped on the label. They can also be shipped over to the Islands labelled "sardines," provided the word "anchovies" qualifies the word "sardines."

The ruling was made early last month by the Filipino Secretary of Health, and it was expected that the U. S. Food & Drug Administration would abide by this decision and release shipments now being held on California docks for the correcting of the label, or re-labeling.

The market for anchovies was strong with ovals in tomato sauce bringing $8.25, 5-oz. naturals in tomato sauce, bringing $7.50, and 5-oz. natural, $7.00.

## American King Crab Stock Largest Yet

The Americain production of canned King Crab, identical in variety to the best Orinetal pack, but the product of American fishermen and packers, is much larger this season than ever before. Beside the floater operations carried on by the *Nordic Maid* in Bering Sea, there were two shore operations, both in the Kodiak Island district. These King Crab canning ventures were those of the Ivanhoff Bay Packing Co. and Island Seafoods Co.

All of this American King Crab is believed to have been packed in standard halves. Pricing generally is $32 per case of 48; $16 for the 24-can case.

## E. O. Cornish, Vancouver Salmon Factor, Passes

E. O. Cornish, for 35 years Pacific Coast director of Simpson, Roberts & Co., Liverpool, died recently in Vancouver, closing a career of sound influence on the export trade in Pacific canned salmon.

In 1893, at the age of 16, he joined the Simpson, Roberts firm, one of the old, establishd canned goods houses in England. Those were the days when cans were still hand-made, and he used to recall that his first job was sorting out the "overweights" from shipments of canned salmon, so they could be sold subsequently for a higher price.

In 1904 Mr. Cornish was sent to San Francisco to open a purchasing office. In 1906, while he was on his annual visit to England, the earthquake struck and the San Francisco office was destroyed.

In 1908 he opened a branch of Simpson, Roberts & Co. Ltd., in Vancouver, B.C., and in 1918 he became a director of the company.

Mr. Cornish was chairman of the B.C. Canned Salmon Inspection Board at its inception, and during the second World War he was appointed Liaison Officer for the British Ministry of Food. In this capacity he shared with J. Hill, the responsibility for shipment of over 10 million cases of canned fish to the British government.

Mr. Cornish was an enthusiastic golfer, and until the war, he used to look forward every year to the salmon canners convention tournament at Del Monte. He was a quiet man with high standards of personal integrity and a warming sense of humor.

He is survived by his widow, two sons, a daughter and four grandchildren. Another son, Oliver, was killed while serving with the R.A.F.

**Harlan Gorham,** former manager of the Oxenberg Fish Co., Seattle, was called to South Carolina suddenly just before Christmas by the sudden illness of his father-in-law.

## Joe Romeo Indicted Over Army Fish Deal

Joseph Romeo, owner of the Rome Packing Co., San Francisco, was in dicted by a San Francisco Federa grand jury recently on 12 counts defrauding the Army by deliverin Chum salmon fillets on a contra calling for Silver salmon.

Another point at issue is the origi of the salmon, which the governme contends were imported from Canad despite the fact that the contra specified they must be domestic pr duce.

## Bendiksen Names Benton To Seattle Sales Post

E. H. Bendiksen announced recentl that the Seattle sales office of E. H Bendiksen Co. was being re-activate under the direction of Elliott H. Be ton, sales manager, who came to th Bendiksen organization in mid-winte with a wide general background i sales and merchandising, the la three and a half years in the Seatt sales department of the Sperry Div sion of General Mills.

The Bendiksen sales office is at 33 Lyon Building, Seattle 4.

C. F. BUELOW COMPANY INC.
*Distributors*
Alaska and Puget Sound Canned Salmon Crab Meat and Northwest Tuna
MAIN 4464
Smith Tower, Seattle 4, Wash.

there is no Finer Quality
OCEAN GLEN
Alaska PINK SALMON
PRODUCED AND DISTRIBUTED BY
WHIZ FISH PRODUCTS CO.
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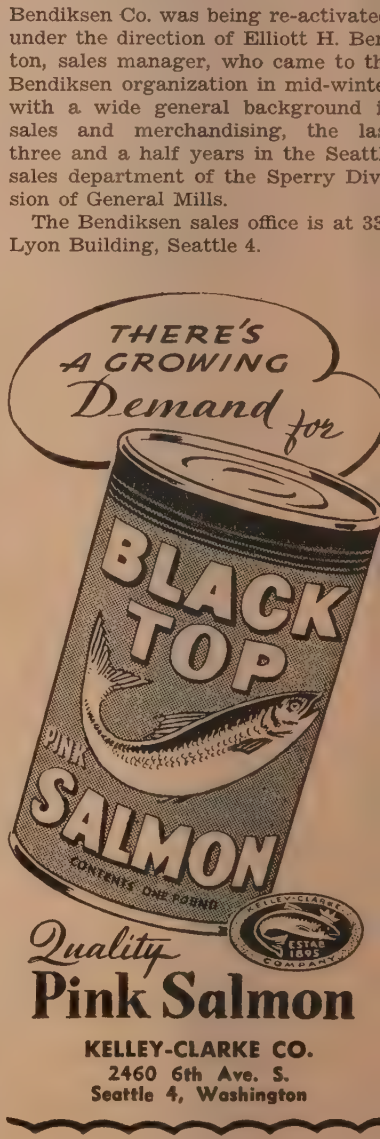

## estgate-Sun Harbor quidates Monterey Plant

ong rumored along Monterey's nnery Row, the big Westgate-Sun rbor Co. plant was being dis- ntled last month.

The company is abandoning its op- tions in Monterey, but according Paul Jepson, general manager, s was in no way to be construed a forced sale. It was a matter of combination of the failure of the rdine and mackerel fishery in the ea and poor economic aspects of erations in tuna and anchovies, ac- rding to Mr. Jepson.

The big plant started life during orld War I as the Bayside Packing . In later years Edward David as- med control and enlarged the plant Del Mar Canning Co. and in 1947 d it to the Sun Harbor Packing Co. e plant was taken over in 1950 by estgate-Sun Harbor Co.

In 1936 the plant was destroyed by e, but was rebuilt by Mr. David d was running again in 1937. In 51 the plant's warehouse was de- oyed by fire, and much more than million dollars worth of damage as done, principallly to canned fish ventory.

According to Mr. Jepson, decisions to the disposition of the land and ildings will be made later. The uipment is being sold to buyers all er the United States and in foreign untries. Some of it will be taken the San Diego plant of the com- ny.

In the plant were facilities for can- ng sardine, mackerel, anchovies and na. It had a capacity of over 4,000 ses of sardines per eight hours, and uld handle 250 tons of sardines ily. Continental Can Co. closing ma- ines were used.

There were two refrigeration plants, e for holding sardines and the other r tuna.

In connection with the plant were ree reduction plants, with Louis- le, California Press Mfg. Co., En- rprise, and Standard Steel Co. uipment.

Both Paul Jepson, general manager the Monterey operation of the mpany, and Joe Miller, superin- ndent, will return to San Diego to ntinue their association with the estgate-Sun Harbor Co.

## resci Ships a Trawl

Joe Cresci, skipper of the San ancisco purse seiner *Giuseppe aria,* is rigging her up to go trawl- g. Before that she underwent over- ul and repairs at the yards of An- rson & Cristofani, San Francisco.

**George Tofanelli,** for the past 28 years th Romeo Fish & Oyster Co., San Fran- co, is now in the sales department of ndard Fisheries, Inc., San Francisco. . Tofanelli is a brother of **Al Tofanelli,** merly a partner in Standard Fisheries, w owner of Tofanelli Sea Foods, Sacra- nto.

Spongex floats on your nets give you a choice — either use fewer floats, or use the same number for greater buoyancy.

Molded of cellular plastic each ounce of float supports 9½ ounces. Usage does not affect buoyancy. Spongex floats never need drying out since they absorb no water, even when punctured.

The smooth surface of a Spongex float needs no tarring or protective coating. This, combined with its oval design, helps reduce tangling on lines and nets.

A Spongex plastic float won't rot or crumble. Compressed under 25 tons weight, the float returns to shape undamaged a few minutes after pressure is released. Resistance to abrasive wear on the lines is excellent.

Start replacing worn out floats with new ones made with Spongex cellular plastic. You'll buy fewer replacements in the years ahead.

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## *Ralph Rivers Responds On Gruening's Behalf*

To the Editor:

I speak for all Alaskans who helped establish the present revenue system of the Territory of Alaska and helped expand the Territorial Departments of Health, Welfare, Education, Aeronautics, Highway Engineer, etc.

This is for publication in your letters column if you see fit to allow this rebuttal of your lead editorial in your November issue on the "malign" policies of Governor Gruening and his friends.

You say that "Alaskan development has suffered and its economy stunted" and "prospective industry driven away by taxation and harassment designed to destroy".

From the standpoint of most Alaskans, as distinguished from the canned salmon industry, the Gruening years from 1941 to date have been years of growth and progress. The tax measures, consisting of net income tax, etc., are moderate by all stateside standards. These measures were enacted into law in 1949, after being blocked for seven years by the canned salmon lobby and after the canned salmon controlled legislature of 1947 virtually bankrupted the Territory by appropriating freely and killing all tax bills.

A tax incentive clause for *new industries* was written into the Property Tax Act (still in the courts). Pulp industry representatives, invited to attend Senate Finance Committee meetings in 1949, complimented the members of the committee on fair and considerate treatment. Since then, Alcoa (before the recent elections) publicly complimented the Territory on its Development Board assistance and fair attitude of the Territorial Government, from the Governor on down.

Our population has doubled in the years you berate, and active development to make Alaska a better place in which to live is going forward at a rapid pace, not because of canned salmon industry policies, but in spite thereof.

I speak of the foregoing from personal knowledge, as I have lived most of my life in Alaska and served as the elected Attorney General of Alaska from 1945 to 1949, inclusive. Furthermore, several liberal Republicans helped put Alaska's "show on the road", so I speak for Alaskans generally, and not as a partisan Democrat.

There is a general feeling of pride in Alaska as to Alaska's growth and prosperity during recent years, and its present treasury surplus, so I assure you that your editorial, which warps the over-all facts beyond any semblance of reality, is anything but good public relations in this part of the United States, and I suspect that most members of the canned salmon industry have winced at such an overzealous effusion.

Very truly yours,
RALPH J. RIVERS

EDITOR'S NOTE: Mr. Rivers rather characteristically claims on behalf of the Gruening administration credit for the Alaska prosperity resulting directly from military expenditures. Furthermore, he says he "speaks for Alaskans generally, and not as a partisan Democrat." The attitude of "Alaskans generally" on that point was made plain last fall when they counted the votes of Governor Gruening's candidates.

***SOCKEYE***

***Handsome Sitka troller, owned by Al Alexander, and powered with a 70-hp. Buda diesel turning 2400 rpm., cut 2½-to-1 by a Snow-Nabstedt reverse and reduction gear at the Coolidge wheel.***

## *Indians Take Cash For Celilo Rights*

Cash price for the Indian right of fishery at Celilo Falls was agreed upon this winter between the Army Engineers and the Umatilla and Warm Spring Indian tribes.

Celilo fishing grounds of the Indians will be flooded-out when the government builds the projected dam at The Dalles. Accordingly, the Federal authorities have contracted to pay the Indians $8,245,000 to relinquish the perpetual right of fishery granted them by early treaty.

## *Japanese Interest Keen In Salmon Operations*

Japanese fishing industry elemer are taking keen interest in the 19 high seas salmon fishing program f the North Pacific, outside the T partite Treaty line.

By early December applicatio had been received by the Japane authorities for licensing of more th four times as much capacity as th which took in excess of 2 milli salmon on the high seas during 19 operations.

Before the end of 1952, applic tions had been filed for the operati of 6 motherships, ranging from 1,1 to 4,700 gross tons; 195 high se fishing vessels; and 35 research cra

It is worthy of note that the Japa ese government has indicated that would not sanction operation of mo than 85 fishing vessels this season.

The area and conditions provid for in the Tripartite Treaty are to observed by the Japanese, accordi to official decision of that gover ment. This is in spite of the fact th the treaty has not yet been effe tuated by exchange of ratificatio Both the United States and Jap have ratified the convention, but Ca ada had not done so at presstime.

## *Pacific and Roosevelt Fish Firms Consolidate*

Consolidation of the Roosevelt Fi Co. and the Pacific Fish Co., Seatt was announced in January. The co bined business will bear the name the Pacific Fish Co. and will be und the management of Albert Alhade who has been in charge of the Paci firm.

Although at presstime both t Roosevelt and Pacific plants we being operated, it was planned sho ly to enlarge and improve the Paci Fish Co. plant in the Ferry Dock, a to center all activities there.

Pacific Fish Co., and the form Rosevelt Fish Co. as well, speciali in the hotel and restaurant supp trade in Seattle and its environs.

## *Senator Reid Seeks Fish-Protecting Law*

Senator Tom Reid, former cha man of the International Pacific Sa mon Fisheries Commission and still Canadian member of that body, r cently expressed publicly the ho that British Columbia's governme will bring down legislation providi for adequate protection for the fishe ies in any future hydro-electric river control projects that may be ca ried out. Such protection now d pends primarily on the benevolen of the private interests concerne says the senator, who claims that i sufficient study was given to the po sible effects of the dams being bu in the Nechako for Aluminum Co. Canada.

# Fishing Facts From Indonesia

FIRST-HAND facts of tuna fishing in Indonesian waters are presented in the following letter, itten by W. S. H. Zandstra to the cific Oceanic Fisheries Investigans, Honolulu, under the stimulus of article "Mid-Ocean Challenge", ich appeared in the October, 1952, ue of *Pacific Fisherman*.

Thinking that American tuna hermen may find something of inest and possible value in Mr. Zandra's letter, we publish it here in full. iting from "dj.Krapu 20 P.Ikan—akarta-Indonesia", he says:

'As a subscriber of *Pacific Fisherman* I read about the 'Mid-Ocean allenge'. I am fishing in Indonesia ce 1934, but owing to the war and ter war times, my business is rather all now. Till better times, then I ll expand once more. Perhaps I n help you a little bit.

"Tuna is known in Indonesia everyhere, but nearly not caught. Only metimes the small ones, up to 10 ., owing to the small fishing gear d the market possibility. Before e war, tuna was caught by the panese fisherman, with the longline d the clipper type of fishery. The al market asked only for small h. The better situated people ate ported canned fish.

"Before the war, Japanese clippers ly worked off the coast off Menado, here tuna was plenty, and the relarely rich people of the Minahassa untry would buy their catch. Longing was done too, but the catch as cooked and smoked for Japan. nly during the war the big (up to 0 lbs.) tuna was brought here, for rmy and Navy use. Now they are orking here again, as shown by the merous glass buoys found drifting sea. The tuna caught was mostly llowfin and Bluefin. The clipper tch in Menado was mostly Skipck, most liked there.

"The clipper type fishing was havg trouble with live bait. Longlining is having trouble too, but their bait uld be brought in ice. The clippers ed spraying, then fewer bait was eded. Owing to this trouble, most shing was done near bays, where it could be caught. Plenty of bait n mean plenty of tuna; but only ngry tuna will take the hook. In ast-Indonesia bait was plenty, when e N. E. Passat brought the coastal aters from New Guinea to Menado ast; but the tuna got it too. As u said, seining was difficult, owing the clear water.

"The clippers were not coppered, the fishermen said copper repels e tuna. You found that shark rellant also is disliked by tuna. Has a copper bottom the same effect as copper acetate?

"I read your report of the tuna fishery in the Phillipines, and every thing said there can be said of the fishery here too.

"I too think the best way to catch tuna is longlining. Trolling is, as you said, best for the unskilled fishermen.

"Some facts about longlining are:

"The best depth here is about 40 meters, in a cold current of 26'C.

"The greatest difficulty are sharks; sometimes half of the catch were only heads, the body eaten by sharks.

"The presence of land is not essential. A meeting of currents is the same.

"Now that America has taken the challenge, you will succeed. The rich food reserves of the Pacific will be opened by you. Don't think I am kidding you, we all thank you for everything you did for us in the war."

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# Sound, Stable, Sturdy, Smart— That's the "MISTY MOON"

*Misty Moon,* one of British Columbia's newest seiners, is no experimental vessel. Skipper Charles Fletcher and the builders, Dan and Eric Johnson, are all experienced in the fishing industry and they knew exactly what they wanted. *Misty Moon* is the answer to their practical desires.

The three men produced at Johnson Brothers shipyard, Vancouver, a sound, conservative vessel combining all the requirements for effective fishing, with a degree of comfort and style in the living quarters which, though now becoming conventional, would have been considered the height of luxury in a British Columbia fishing craft a very few years ago.

The estimated hold capacity of *Misty Moon* is about 110 tons of herring, more than is usually expected in a vessel 72′ long. This is achieved by making full use of the 20′ beam and 9′ 7″ depth, by keeping all living quarters above deck, and poweri the boat with a 265 hp. Enterpri diesel engine, a medium speed, m dium size installation.

While *Misty Moon* is no flyer, th engine, turning a 66 inch x 47 inc four-blade propeller through a 3 reduction gear gives a cruising spe of about 8½ knots, with top speed trials virtually 10 knots.

In addition to the main engine, t engine room houses a 45 hp. diesel f driving a 3½ kw generator, hydrau pumps for powering the deck and a chor winches, bilge pumps, etc., t hydraulic installation being eng neered by J. Swann, Ltd.

*Misty Moon* is fitted largely wi Vancouver-produced instruments.

The St. Agnes, 45′ Albacore boat, own by Ernest Lapacek is now operating w a new auxiliary. It is a Petter 2-cylind 10-hp. air-cooled unit, installed by She herd Marine.

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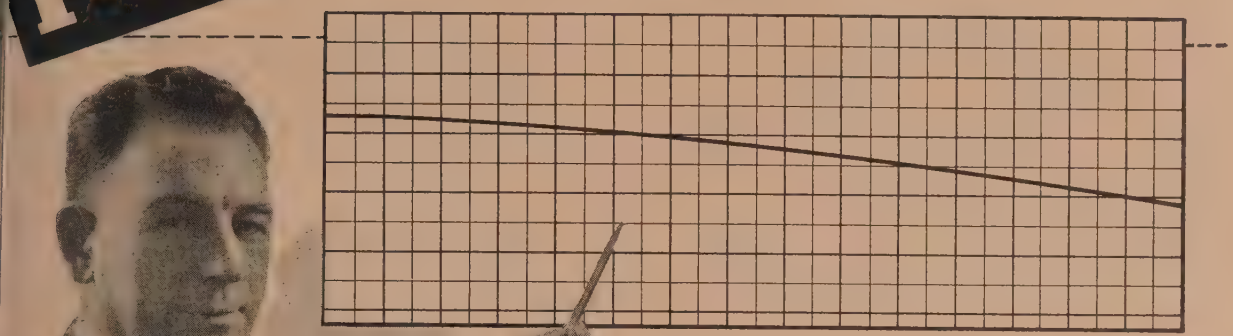

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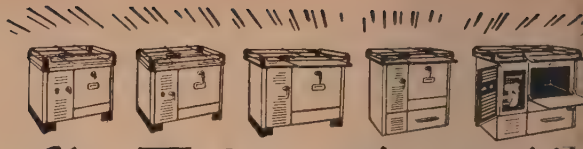

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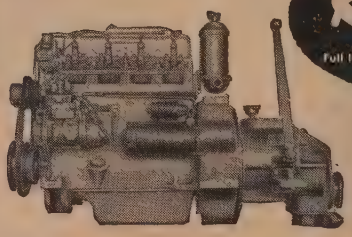

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**SEE THE NEW DC6-80** at the National Motor Boat Show Booth "Y" on the Mezzanine at Grand Central Palace, New York City, Jan. 9-17.

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## ɔecial Meal Dryer eatures New Plant

Formerly a familiar figure in the rthern California coastal field, Max ɔfmann re-entered operations on ımboldt Bay with the recent open- ɡ of a new fish reduction plant lo- ted at Fields Landing.

Principal feature of the new plant that it is completely sanitary and tirely odorless, according to Mr. ɔfmann, who made wide investiga- ɔns and went to considerable ex- nse in seeking equipment before tting up the installation.

The new plant utilizes a steam yer designed by Dave Peebles, foun- r of the Western Condensing Co. d a prominent figure in the con- nsed products field. Mr. Peebles as assisted by Chester F. Peterson, Eureka. The principle of the system s in the fact that fumes from the ying process are taken from the r and burned in a combustion cham- r. Any fumes that might escape en are taken care of and eliminated an air washer developed by the urdevant division of Westinghouse ectric. This latter equipment, in- alled on the roof, washes the air ɔm the plant and in the near vicin- y.

Mr. Hofmann is operating the plant ith a crew of five. He has contracted ith a number of Eureka operators to ke their waste fish products, for nversion into chicken feed contain- ɡ vitamin oil. Protein meal for ickens also is one of the products. ost of the finished product is being ipped to Petaluma, California, for stribution to poultry producers.

Hofmann formerly operated a re- uction plant in the old whaling sta- ɔn at Fields Landing and is widely ɔown to the trade.

## Britain Buys Tuna From Australian Packer

An order for £80,000 worth of Australia canned tuna has been placed by "the major distributor in the United Kingdom" with Green's Products, Ltd., of Sydney, according to advices from Australia.

The quantity is not large—20,000 cases—but a good deal of interest is manifest in the transaction; particularly at a time when Great Britain has found itself unable to purchase Canadian canned salmon.

The order was placed with a company whose operations were featured in an article "Tuna Canning Down-Under is on its Way Up," published in *Pacific Fisherman* for June, 1952.

In the announcement of this order in the official Fisheries Newsletter it said:

"With an unlimited market in Britain for Australian canned tuna, all that is now necessary for the establishment of a valuable tuna industry in Australia is for the fishermen to go out and get the fish. It is hoped that the price increases will encourage them to do so."

## Oil Firm Moves East

Collett, Week & Nibecker, for many years one of the leading factors in the fish liver vitamin oil business on the Pacific Coast are concentrating all their activities at their plant at Ossining, N. Y.

## George Kettenburg Dies

George W. Kettenburg, Jr., 48, head of Kettenburg Boat Works, died at San Diego, December 20 after an illness of several months. His passing was a shock not only to the fishing fraternity, but also to the pleasure boat and yachting circles along the entire Pacific Coast.

He contributed to Albacore fishing the most popular and successful hull ever designed. This was the *Kettenburg-38,* of which over 75 were constructed. These boats made millions for their owners following World War II.

He also designed—and his brother and partner, Paul Kettenburg, engineered—three very successful racing yacht designs, the *PC, PCC* and *K-38.* The yard at San Diego is one of the largest for small boat repair and servicing on the Pacific Coast.

## Whiz Buys Wholesale Branch of Oxenberg

Purchase of the Oxenberg Fish Co., Seattle wholesale fresh fish subsidiary of Oxenberg Bros., Inc., by Whiz Fish Co., Seattle, was announced in January.

Oxenberg Fish Co. is not expected to be active in its former field.

The Seattle office of Oxenberg Bros., Inc., will continue with Gordon Davis as resident representative of this outstanding New York fish smoking and specialty house.


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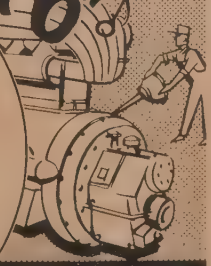
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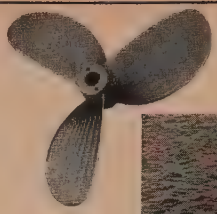

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## SHORT SPLICES

**by Stewart Robertson**

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## 'arlson & York Buy erry's Boat Sales

Richard Carlson, marine surveyor, id William York, both of whom ere engineers with the Union Oil ompany, have purchased Jerry's oat Sales, Terminal Island, from erle Clarke and associates and will erate the boat brokerage business nder the name of Carlson & York. One of the first boat sales negoti-ed by the young partners was that the *Char Lee*, 38-foot steel boat uilt in Long Beach to Thailand, rough the United States Govern-ent. The boat, which has just been ipped from Long Beach, was com-etely outfitted for shrimp trawling ith gear supplied by the Seaside upply Stores of San Pedro, including Whitey Dual Duty shrimp trawl inch.

## ersonnel Changes, Calif. ept. Fish & Game

John F. Janssen Jr., formerly as-stant chief, Bureau of Marine Fish-ies, and a senior biologist, Depart-ent of Fish & Game, State of Cali-rnia, has been appointed one of the e regional managers of the depart-ent. His headquarters will be in os Angeles.

As far as commercial fishing is con-rned, Mr. Janssen's duties will pri-arily be with law enforcement. His rritory is from Santa Barbara to e Mexican line.

Robert L. Jones, was appointed anager of the Bay region area. His ckground includes extensive work wildlife conservation in Massachu-tts.

James D. Stokes was appointed anager of the region which will take Del Norte and Humboldt county ea. He has worked for a number of ars for the department, principally game management.

## oller Drifts Ashore ith Owner Dead

William Fredericks, 57, Ketchikan ller, was found dead aboard his lling boat, the *Danube*, recently. autopsy performed at Prince pert, where his body was taken, closed that death was due to a art attack.

The boat had drifted onto the beach Cape Ball on the east shore of the een Charlotte Islands where it was nd by a Canadian.

Fredericks, who had fished out of tchikan the past few years, had en fishing in Hecate Strait on re-t trips.

## B. Friele Convalescing

H. B. Friele, president of the Nakat cking Corporation, returned to his ce early in the year from Cali-nia, where he spent some time con-escing from a major operation.

## B. C. Salmon Subsidy Advocated in Ottawa

Establishment of a subsidy on British Columbia canned salmon with a view to regaining the United Kingdom market was urged on the Canadian government last month by Tom Goode, member of the House of Commons for the Richmond constituency, where most of the larger Fraser River operations are carried on.

Mr. Goode estimated that when this season's pack is completed, the carry-over will total about 750,000 cases, or 31,230,000 pounds.

"The issue is not a few thousand cases of relatively low-priced Chum salmon still in the water, said Goode, commenting on the disagreement between packers and fishermen over the price for Fall Chums. "It is the sale of salmon warehouse stocks on which carrying charges have been steadily mounting so that they cannot be sold at lower prices.

"British Columbia has lost its export market for the simple reason that our prices are too high. Britain has been buying inferior salmon from Russia because the price is lower. Export at prices profitable to industry and fishermen is the only answer, and the government acknowledged this when it assisted the pork producer on the prairies. A subsidy should help B. C. canned salmon get back into export trade."

## B. C. Oyster Seed Catch Is Commercial

British Columbia's dependence on Japan for oyster seed will be sharply reduced and possibly terminated altogether as a result of the success attending developing a source of oyster seed within the province, according to George Alexander, deputy minister of provincial fisheries.

The seed catch at Pendrell Sound this year has been of commercial proportions and growers could have taken much more if they had seed collectors ready to put in the water.

William Gardiner, president of Crescent Oyster Co. says discriminatory freight rates are harassing the industry. Seattle skippers, claims Gardiner, can deliver oysters to Vancouver, B. C., markets at a freight rate of 40c per 100 lbs., while Crescent shippers pay 55c to ship to the same market, although the distance is much less. He said that a trucking company which planned to deliver oysters to Vancouver from Crescent Beach has been refused a license by the Public Utilities Commission.

## Testing Lab. Moves

General Testing Laboratories, Ltd., which have played an important part in the testing of fisheries and other products in Vancouver, B. C., for the past seven years, has moved from Horny Street to more commodious quarters at 755 Beatty Street.

## Willkie Heads Cedergreen

Edward E. Willkie, president of Pacific American Fisheries, Inc., with the first of the year also became president and general manager of the Cedargreen Frozen Pack Corporation, which P.A.F. controls.

Norman W. Cedargreen, who with three brothers founded the firm 14 years ago, retired from these offices to become chairman of the board.

## Abalone Conservation Plan Contemplates Closures

The California Department of Fish & Game, through the Bureau of Marine Fisheries, Richard S. Croker, chief, is proposing a general revision of the laws applying to commercial abalone fishing.

The department believes that new laws are necessary to conserve the supply of abalones, to insure the continuance of the industry, and to provide for an equitable harvest by both sports and commercial fishermen.

The proposals of the department, which will be placed before the state legislature in 1953, call for drastic closure of the mainland coast, the commission having authority to open and close areas on a rotation basis.

## Winter Herring Fishery Giving Fair Yield

Winter herring fishing, permitted for reduction purposes for the first time this year in the southermost waters of Alaska, was reported giving fair results. Best fishing was reported in Cordova Bay, between Dall Island and Prince of Wales Island.

There were two outfits in operation, the Lebo plant at Ward's Oz Cove, and Oceanic Fisheries Co., operating the floater *Pacific Rim* on charter.

## B. C. Salmon Salvage Plan Uses Tank Trucks

Fisheries and water supply authorities got together this year in Vancouver, B. C., to solve the problem of damming the Capilano River without harming the Coho spawning.

The Capilano, which flows into Burrard Inlet opposite the city of Vancouver and is the principal source of metropolitan water supply, is having a 300 foot high dam built to provide a larger storage area. Stationary fishways would not be feasible.

The difficulty is being met by trapping parent spawners below the dam and transporting them 10 miles to a point above the dam by tank truck.

## Cannery Super Hurt

Tom Balestrieri, 52, cannery superintendent for the Tom Lazio Fish Company's cannery operations at Eureka, spent a brief period in the hospital recently after he slipped and fell while at work, striking his head and being knocked unconscious. He has since returned to his duties.

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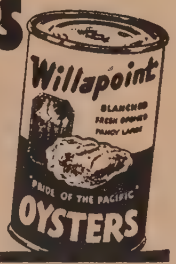


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# LINES and LEADERS

## minway & Bartlett Set Up lock Sales Division

new division of Heminway & Bartlett ;. Co., devoted exclusively to the sales, tribution and development of Nylock, is ounced by Willard S. Heminway, pres- nt.

Sales of Nylock, 100% nylon twine ded under our patented process, have ched such proportions that sales and tribution will be more efficient if han- d directly by a division of this com- y, rather than through an agency," Heminway stated. "Consequently, the angement with Brownell & Co., who e ably represented us as sole distribu- s, has been terminated by mutual agree- nt.

The new Nylock division will be located our New York office at 500 Fifth Av- e, while research will be carried on at plant in Watertown, Conn. Through d representatives we expect to maintain se contact with fishermen's needs and rk closely with net manufacturers.

The demand for Nylock has sky-rock- d since its introduction for gill netting the Great Lakes in 1949. Spreading rap- y to coastal waters, it has proved equal- advantageous in Southern waters and ng the Eastern seaboard. More recently is proving superior to anything else ong West Coast salmon fishermen.

Several net manufacturers are now king trap nets, menhadin seines, shrimp gs, etc., out of Nylock and it is an- pated that Heminway & Bartlett's new ision will assist greatly in bringing Ny- k to ever widening types and sizes of ting," he concluded.

## erry Advertising Director ken by Sudden Attack

ustin Allen Fitz, director of advertising public information for Sperry Gyro- pe Company died suddenly in December ile en route to his New York home.

native of Everett, Massachusetts, and Navy veteran of World War I, Mr. Fitz ned Sperry as a technician to work on ro-compasses and other marine devices. helped to make the first permanent in- llation of a gyro-compass on a Great kes ship, conducted the field tests of the t gyro-compass in an Army tank and in- lled the first gyro-compass on a lighter- n-air ship.

## ndard Oil Advertising nager Visits Northwest

recent visitor to Seattle and the North- t was M. A. "Tony" Mattes, manager, ertising department, Standard Oil Com- y of California.

Mattes visited some of the major marine lets for Standard products and held a ies of conferences with Standard Oil sonnel in the Seattle area.

He will be coming back to the North- t next summer to take a cruise through get Sound and British Columbia waters a power boat which is being brought rth from San Francisco for the purpose.

## 4th Bendix Factory Add To "Fish Finder" Capacity

The fourth North Hollywood area plant of the Pacific Division, Bendix Aviation Corporation, is now in production, manufacturing electronic products, including highly complex sonar gear for the U. S. Navy and the company's extensive electronic line for world marine markets, including the famous depth-recorder nicknamed the "fish finder" and used by commercial fishermen in nearly all U. S. and foreign ports.

The new Bendix plant is also equipped for large scale production of sheet metal products and includes one of the country's most complete laboratories for research and development in miniaturized electronic components, in which the Pacific Division is a leader.

## Colorado Fuel & Iron Buys Roebling Company

A wholly-owned subsidiary of The Colorado Fuel and Iron Corporation has contracted to buy all the manufacturing business, plants and inventories of John A. Roebling's Sons Company. The announcement was made by Charles Allen, Jr., Chairman of the Board of The Colorado Fuel and Iron Corporation, and Charles R. Tyson, President of Roebling.

The Roebling business will be operated as a subsidiary of Colorado Fuel and Iron under the Roebling name. Charles R. Tyson, President of Roebling since 1944, will continue to direct the operations of the Roebling plants.

Alwin F. Franz, President of Colorado Fuel and Iron, stated that after the purchase of Roebling, Colorado Fuel and Iron's total consolidated sales volume is expected to approach three hundred million dollars a year.

Roebling was founded in 1841 by John A. Roebling, builder of the Brooklyn Bridge. It operates plants in Trenton and Roebling, New Jersey, producing steel wire, cold rolled steel specialties, wire rope, electrical wire and cable and bridge products.

The Colorado Fuel and Iron Corporation, which is the nation's ninth largest steel producer, operates basic steel plants in Pueblo, Colorado; Buffalo, New York; and Claymont, Delaware. With its subsidiaries, it has seven other plants in Massachusetts, Pennsylvania and California.

## *Raytheon Issues New Catalog*

Products of Raytheon Manufacturing Company, Waltham, Mass., are shown in a profusely illustrated, three-color catalog recently published by the electronics firm.

A brief history of the company and a photo layout of its various plants are followed by detailed descriptions of the products of each of Raytheon's four divisions: Receiving Tube, Power Tube, Equipment and Television and Radio. A page is devoted to an outline of the concern's research activities. The catalog also lists the addresses of the principal sales offices throughout the country.

## Jack Ashley Visits Nylock Twine Mills and Users

Jack W. Ashley, Pacific Coast representative of Heminway & Bartlett Manufacturing Co., maker of "Nylock" bonded nylon twine by a patented process, returned to his Seattle headquarters just before Christmas after an eastern trip to the company's New York City headquarters and the mills where the twine is made.

After conferring with W. S. Heminway, president of the company, he spent several days in the "nylock" plants, studying the manufacturing process with the technical experts in charge.

From there he visited a number of the plants of netting manufacturers using "Nylock" in fish nets. He returned to the Pacific Coast strongly impressed with the high degree of technical control employed in the manufacture of "Nylock"; and also in the excellent results attained in its manufacture into finished nets.

## Charlie Maris Joins Bryant's Marina Staff

Charlie Maris, long known on the Seattle waterfront, has joined the staff of Bryant's Marina, according to a recent announcement by Jerry Bryant.

Maris will cover the commercial marine field specializing in electronic equipment; Raytheon and Apelco; Chris-Craft marine engines and marine hardware items distributed by Bryant's.

He has had wide experience in the marine field and brings to his new position many years in dealing with the fishing industry. Maris has been associated with some of the major packers and with this background has a particularly qualified understanding of the problems of outfitting and maintenance of vessels and plants.

For the past few years he has specialized somewhat in the field of radiotelephone, direction finders and depth sounders.

Maris owns his own boat and is active in the various marine organizations in the Northwest.

## *Bulletins on Nordberg Diesels*

Nordberg Manufacturing Co., Milwaukee, Wis., have recently published new two-page specification sheets on twelve Type 4FS one, two and three cylinder Diesel engines. These engines are of the heavy-duty four-cycle type built with a 4½" bore and 5¼" stroke and range in power from 10 to 45 hp., 1200 to 1800 rpm. They were developed expressly for the small power user. They are offered as complete, self-contained ready to operate electric generator sets, centrifugal pump units and with clutch or stub shaft power take-off.

These bulletins, Nos. 208 through 219 are available free upon request.


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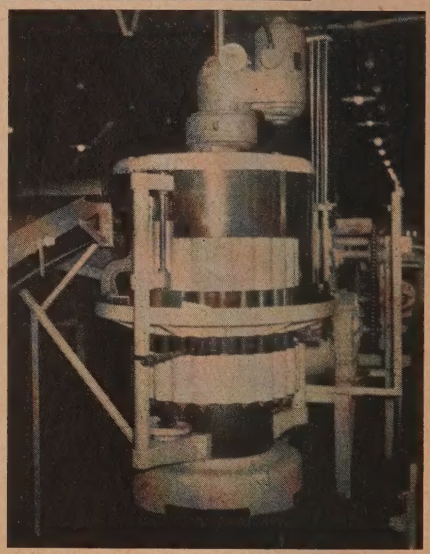

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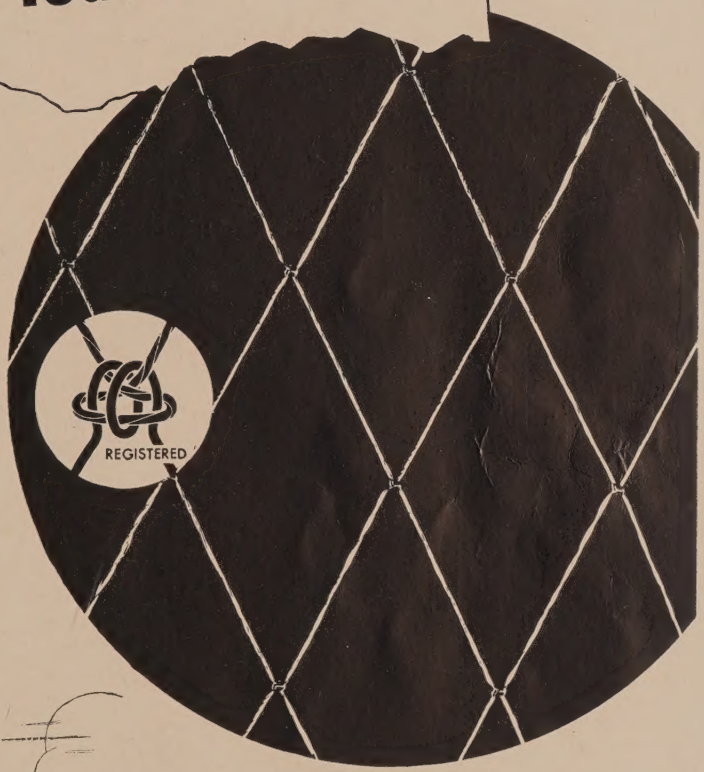


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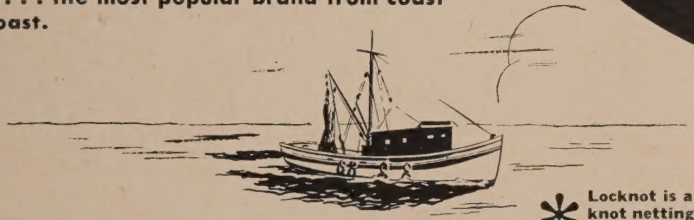

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